

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York Saturday, October 31, 1868.

Interest on North Carolina State Bonds.

The Public Treasurer of North Carolina gives notice that holders may receive payment of their interest falling due October 1, 1868, at the National Bank of the Republic, New York, or at the Treasury Department in Raleigh. The interest authorized to be paid is as follows: 1. Interest due October 1, 1868, and afterward, on bonds dated prior to May 20, 1861; 2. Interest due October 1, 1868, and afterward, on bonds dated since May 20, 1865, whether issued under authority of the late provisional or present permanent government. Interest becoming due on 1st of July, 1868, and prior to that date, on bonds dated before May 20, 1861, and since May 20, 1865, will not be paid in money, but will be funded into new six per cent. coupon bonds, dated October 1, 1868, and running thirty years, either at the Department in Raleigh, or at the office of Messrs. Sutter & Co., New York. Mutilated or scratched bonds may be exchanged for any of the aforesaid October 1, 1868, bonds; but this does not apply to those coupon bonds which have been registered on the books of the Treasury Department, duly witnessed by the Public Treasurer, unless regularly transferred to the bearer or holder. Past due bonds, with interest until October 1, 1868,

may be exchanged for new bonds of the same (October 1, 1868,) date. Certificates for balances due holders on such exchanges will be given, exchangeable for bonds as aforesaid. The privileges of the exchanges above mentioned will expire on the 1st of October, 1869.

SEVEN PER CENT. INTEREST IN GOLD.—The First Mortgage Seven per Cent. Sinking Fund Bonds of the Rockford, Rock Island and St. Louis Railroad Company, pay both Principal and Interest in GOLD COIN, FREE OF GOVERNMENT TAX.

Each Bond is for \$1000 or \$200 Sterling, and is convertible into stock at the option of the holder. The coupons are payable Feb. 1st and Aug. 1st, in New York or London, at the option of the holder.

The Road runs from Rockford in Northern Illinois to St. Louis, a distance including tracks to Coal Mines, &c., of about 400 miles, and traverses the finest district of Illinois.

The Bonds have 50 years to run, and are a lien of \$21,000 per mile upon the Company's railroad franchises, its coal lands—of which it has 20,000 acres containing A HUNDRED MILLION TONS OF COAL—its rolling stock, and property of every sort.

A Subscription of \$8,800,000, at par, to the Capital Stock of the Company, furnishes a large part of the means required to construct and equip the road.

Nearly half the entire length of the road is graded and substantially ready for the iron; the rails are now arriving upon the line. The first division, giving an outlet to the coal, will be in operation in 60 days, and track-laying will from this time be prosecuted with the utmost energy till the last rail is in position. The Company intend to have the road in readiness for the Autumn business of 1869.

The Bonds are for sale at 97½ and accrued interest in currency, and may be obtained through bankers and brokers throughout the country, or at the office of the Company, 12 WALL STREET, New York.

The Trustees for the Bondholders is the UNION TRUST COMPANY of New York.

Pamphlets giving full information sent on application.

H. H. BOODY, Treasurer.

Pacific Railroad.

The editor of the *American Journal of Mining*, who returned a short time since from the Pacific overland, where he had been on an inspecting tour as United States Mining Commissioner, gives a very encouraging account of the Pacific Railroad. He traveled over both roads, and found both excellent. Of the Union Pacific (at this end of the line), he says:

It strikes the traveler instantly as one of the smoothest roads in the country. This is probably due to three things. The ties are more numerous than those of most railways; the rails are united by the new fish-plate, instead of being loosely held by the old-fashioned chair, and the road-bed, even where it has not yet been ballasted, is (at least in the summer season) very firm. The durability of pine ties is a matter of some uncertainty; but judging from the experience of the mines of Nevada, where pine is used for timbering, they will last a long time.

Mr. Raymond, the gentleman alluded to, has two qualifications that entitle his opinion to weight; he is exceedingly clear-headed and he is honest. There have been many quasi grumblerings at the way these companies are supposed to be doing their work, but the best and most disinterested men seem to give it their approval. — *N. Y. Times*.

Important Insurance Decision.

The New York Court of Appeals, the highest judicial tribunal in the State, has decided that suicide does not vitiate a life insurance policy. The American Mutual Life Insurance Company refused to pay the widow of Marcus W. Gibson the sum for which his life had been insured because he committed suicide, but the court reaffirmed the decision of the lower courts that the policy must be paid. The company attempted to prove that Gibson was an atheist or infidel, and therefore that the suicide was intentional, the deceased not having the fear of God before him; but the court ruled out this as irrelevant, and held that in an action to recover for an insurance upon the life of the deceased, it is incompetent to inquire into his religious faith with a view of influencing the question whether, in such case, death was occasioned by an intent of self-destruction or by accident.

The County Court of Spencer, Ky., has voted to order a subscription of \$250,000 to the Louisville, Harrodsburg and Virginia Railroad.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers ..	\$2,945,016 19	\$3,578,081 47
" freight	6,649,589 81	8,266,809 40
" express	846,016 87	464,405 57
" mails	124,485 27	172,605 90
" miscellaneous.	96,627 81	137,994 12

\$10,161,735 45 \$12,614,846 46

Expenses, viz:

Repairs of track ..	\$1,340,911 99	\$1,478,139 42
" engines ..	550,019 71	602,145 90
" cars	797,487 81	920,586 51
" buildings.	198,436 97	149,060 14
" fences ..	87,015 27	63,457 17
" bridges ..	252,407 62	202,193 74
" tools, etc.	164,793 75	159,774 88
Fuel used by locomotives	867,915 88	1,155,389 12
Fuel and lights used on cars and at stations	184,619 86	164,546 74
Oil and waste used.	103,320 96	94,845 12
Office & station furniture and exp. ..	75,475 76	91,148 49
Furniture & fixtures for cars	33,785 49	26,570 85
Foreign agents ..	45,436 79	34,815 78
Advertising	11,244 07	11,789 12
Stationery, etc.	63,438 50	65,584 24
Engineers, etc.	465,637 58	557,280 47
Conductors, etc.	297,158 99	348,558 30
Laborers & switchmen at stations ..	529,179 48	601,350 08
Agents and clerks ..	375,616 04	449,524 09
Superintendence ..	83,790 90	86,107 69
Rents	19,008 00	24,114 82
Loss and damage ..	91,266 88	119,199 33
Teaming freight, etc.	7,573 18	16,324 64
Insurance	8,525 00	11,575 18
Clearing snow and ice	40,183 02	3,307 70
Miscellaneous exp.	80,016 98	56,650 07
Tot. operating exp.	\$6,724,265 45	\$7,488,484 04
State and Co. taxes	266,426 57	289,764 79
U. S. tax on earnings	107,611 96	89,245 46
Revenue tax stamps	5,689 22	6,152 31

Total expenses. \$7,103,993 20 \$7,873,646 60

Net earnings. \$3,057,742 25 \$4,741,199 86

From which amount there has been paid:

Interest on bonds	\$1,334,439 51
Dividend on Chicago and Milwaukee Railway stock (not owned by this Co.)	8,438 85
Sinking fund on bonds	53,120 00
Rent of Chicago, Iowa and Nebraska R. R.	562,990 65
Rent of Cedar Rapids and Mo. River R. R.	419,948 84
	2,378,837 35

Surplus of net earnings \$2,362,362 51 |

Add surplus May 31, 1867 468,224 46 |

Total

From which the Board of Directors on the 13th day of May last, declared ten per cent. dividend on both the preferred and common stocks, payable in their respective stocks, which amounted to

Leaving to the credit of income account May 31, 1868

The condition of the company on the 31st of May, 1868, inclusive of the dividends recently declared on the preferred and common stocks, was as follows:

Common stock	\$14,555,675 61
Preferred stock	16,356,287 42
Bonded debt	15,976,000 00
Chicago and Milwaukee Railway Co. bonds	1,725,400 00
Beloit and Madison Railroad Co. bonds	372,000 00
Balance of sundry accounts	226,264 47
Balance to credit of income acct	20,476 97

\$49,232,104 47

Accounted for as follows:

Old Construction Account.—Cost of Chicago and Northwestern and Galena and Chicago Union R. R. Cos., as consolidated, and the cost of the Chicago and Milwaukee and Beloit and Madison R.R. Cos., and investments in steamboats

New Construction Account.—Amount expended and charged to this account since consolidation in 1864

New Equipment Account.—Amount expended for new equipment since consolidation in 1864

Sundry bonds and stocks on hand and loans to other companies as per list in general balance sheet.

Materials and wood on hand

The increase of common stock during the year was \$1,323,180—issued for ten per cent. dividend on common stock.

The increase of preferred stock during the year was \$1,567,162, viz: Issued for ten per cent. dividend on preferred stock, \$1,486,930; for stock of the Chicago and Milwaukee Railway Co., \$78,400; for stock of the Beloit and Madison Railroad Co., \$1,832.

The amount of consolidated sinking fund bonds issued during the year was \$382,000. Issued in exchange for the following described bonds which have been canceled: Flagg trust real estate 8 per cent. bonds, \$200,000; preferred sinking fund bonds of C. & N. W. R'y Co., \$500; Funded coupon bonds of C. & N. W. R'y Co., \$1,000; general first mortgage bonds of C. & N. W. R'y Co., \$4,500; seven per cent. equipment bonds of C. & N. W. R'y Co., \$32,000; second mortgage bonds of G. & C. U. R. R. Co., \$144,000.

The funded debt of the company shows a decrease of \$275,000; which deduction is shown in the decreased amount of ten per cent. equipment bonds of this company, of which bonds \$275,000 matured on the 1st of May last, and were paid, retired and canceled as of that date.

The interest payable on the funded debt of \$1,725,400, of the Chicago and Milwaukee Railway Company, and the interest payable on the funded debt of \$372,000, of the Beloit and Madison Railroad Company, for which this company is liable, has, for the last two years, been paid, and included in the amounts of interest paid by this company and so accounted for in the annual reports. It has been thought desirable to bring the respective amounts of the debts of these two companies, directly upon the books of this company, and this has been done in the present report, as appears in the general balance sheet annexed hereto.

No increase of debt, or of charges for annual interest arises from this transfer of accounts.

This company now owns all but \$153,400, of the entire capital stock of \$2,250,000, of the Chicago and Milwaukee Railway Company, and parties holding this small balance will doubtless soon merge the same in the preferred stock of this company.

The Beloit and Madison Railroad although not consolidated with the roads of this company is held under perpetual lease, and all but \$10,200 of its stock is owned by this company. The balance of this stock and the small amount of outstanding shares of the Chicago and Milwaukee Railway Company before referred to, will require an issue of but \$161,600 of preferred stock to provide for their complete absorption by this company.

The aggregate of stocks and bonds as shown in this report, represents the entire cost of this company's works and franchises, including 800 miles of railroad owned by this company, of which thirty miles have double track; its total equipment of engines and cars covering the whole line of 1,153 miles of railroad owned and leased; its permanent outlays and improvements upon the same; its steamboat property, land grants, and large and valuable real estate in the city of Chicago.

In the month of October last, this company entered into an agreement with Messrs. D. N. Barney and his associates, for the purchase of their interests in the Winona and St. Peter Railroad, extending from Winona, on the Mississippi River, 105 miles westward into the State of Minnesota; and also for the purchase of their interests in the La Crosse, Trempealeau and Prescott Railroad, which was then being constructed from a point opposite the city of Winona, on the east side of the Mississippi River, in the State of Wisconsin, to a junction with the Milwaukee and St. Paul Railway, about three miles east of La Crosse, a distance of twenty-seven miles.

The Winona and St. Peter Railroad Company is a corporation in the State of Minnesota, having its own organization, capital and operations separate from those of this company, and they are not embraced in this report. The earnings of the Winona road which will be greatly augmented by its proposed extension to the Minnesota River, lead to the confident belief that it will not only be self-sustaining, but profitable; and prove to be a valuable and important auxiliary to the business of our Western and Northwestern lines.

Its extension to the rich country of the Minnesota River Valley is contemplated by the Winona and St. Peter Company from means to be provided by that company.

The La Crosse, Trempealeau and Prescott Railroad Company has sold its first mortgage bonds to the amount of \$800,000 (guaranteed by this company) for the completion of its railroad, and the work has been prosecuted under the supervision of this company in accordance with the general plan of Messrs. Barney and his associates at the time of its purchase.

At about the time of the Winona and St. Peter and the Trempealeau Railroad purchase, this company made arrangements with the St. Paul and Chicago, and the St. Paul and Pacific Railroad Companies, by which the business of their railroads when constructed should be secured to the lines of transportation which at that time should be operated or controlled in the interest of this company, and in consideration of these arrangements, this company loaned the sum of \$68,500, on the security of the stocks of said companies, (to be repaid with interest) to aid the St. Paul and Chicago Railway Company in the construction of the first division of its road.

The position and influence of these important lines in the development and control of the valuable and fast increasing traffic of the most populous and productive portions of Eastern and Central Minnesota, and of the country tributary to the valleys of the Upper Mississippi and Minnesota Rivers, and in opening up most direct and natural railway connections by way of Winona, over the La Crosse, Trempealeau and Prescott Railway to La Crosse Junction, cannot be estimated by present results, but when fully completed they will reach and command new sources of business of the greatest value to the interests of this company. At La Crosse Junction a good and sufficient outlet will be afforded by the use of existing lines to both Milwaukee and Chicago,

through amicable and mutually advantageous relations which have been established between this company and the Milwaukee and Saint Paul Railway Company.

Since the opening of the Iowa line to the Missouri River, in April, 1867, the growth of business on that portion of the road has rapidly increased in every element of local and through traffic; nor is this increase mainly due to the movement of construction materials for the Union Pacific Railroad and its branches, for as large as that transportation has been, it has been done at reduced rates under special arrangements, now about expiring, which were entered into by this company to encourage and expedite that great national work at an early stage of its progress, and which have afforded but small remuneration for profits to this company.

The greater compensation to accrue for this forbearance in rates is to be found in the new business thrown upon our lines by the activity and energy which are stimulated by the extension of the Union Pacific Road, and everywhere pervade the State of Iowa and the Valley of the Missouri River. While new lines from the East to Omaha are in progress, and will be pushed forward as additional connections with the Union Pacific Road, there can be no doubt that by the time of their completion Omaha and San Francisco will have been united by rail, and the traffic which is to sustain this continental thoroughfare—as it shall be distributed to all connecting lines at Omaha—will be more than an equivalent to our line for any profits which may now result from transportation of materials for the construction of that road.

Besides this, new lines of railway are being constructed far down the Valley of the Missouri River, from Council Bluffs to St. Joseph, and others have been extended and are already in operation, connecting our lines northward with Sioux City, which will supply a traffic not hitherto reached by railway communication, and which will greatly contribute to the prosperity and business of the Iowa lines.

The large amount of floating debt which, at the date of the last annual report, was impending over the business of the year just closed, has been fully discharged as it matured from the earnings of the road; and the company, relieved from those obligations, enters upon the present fiscal year unembarrassed in its finances, and with the encouraging prospect that this great property, under judicious and economical management, will realize such results as will enhance its value, attract capital for permanent and profitable investment, and give to its stockholders fair returns on both classes of stock.

The lines of road owned and leased by this company are as follows: Chicago to Clinton, Iowa, 138.1 miles; Clinton to Missouri River, (opposite Omaha,) perpetually leased, 352.9 miles—total, 491 miles. Junction to Freeport, 91 miles; Elgin to Richmond, 33 miles; Belvidere to Madison, 67.6 miles; Kenosha to Rockford, 72.4 miles; Chicago to Milwaukee, 85 miles; Chicago to Fort Howard, 242.2; Escanaba to Cleveland Mine, 65.8; Branches and Extension to mines, 5.9 miles. Total length of main lines, 1,153.4 miles. Total length of lines owned by the company 800.5 miles. The lengths of the different divisions is as follows: Wisconsin Division, 314.6 miles; Galena Division, 261 miles; Iowa Division, 354 miles; Madison Division, 67.6 miles; Peninsular Division, 721.2 miles; Milwaukee Division, 85 miles—total main lines, as above, 1,153.4 miles. Length of double track (Chicago to Junction) 30 miles. Length of side tracks, 166.3. Total miles of iron, 1,349.7.

The company have 248 locomotives; 118 first class and 21 second class passenger cars; 137 caboose and way cars; 107 baggage, mail and

express cars; 4 boarding cars; 522 iron ore cars; 3,568 box, 901 platform, 307 cattle, and 53 coal cars.

The number of passengers carried during the year was 1,711,567. Number of passengers carried one mile, 88,807,502. Average distance each passenger was carried, 51.8 miles. Tons of freight transported, 1,982,429. Percentage of expenses to earnings, 62.42.

The gross earnings and operating expenses of the road are distributed among the several divisions as follows:

Wisconsin Division.—The gross earnings of this division were \$3,156,059 79, being a decrease of \$119,463 26 from the previous year. The operating expenses, including taxes, were \$2,009,173 98, being 63.66 per cent. of its gross earnings, or 1.24 per cent. above the general average for the whole road.

Galena Division.—The gross earnings of this division for the year were \$4,293,657 81. The operating expenses were \$2,482,706 43, being 57.82 per cent. of the gross earnings. These earnings show an increase over the previous year of \$560,364 45. The operating expenses of this division are 4.60 per cent. less than the general average.

Iowa Division.—The gross earnings of this division were \$3,415,695 87, showing an increase over the previous year of \$1,808,582 55. The operating expenses were \$2,360,961 78, being 69.12 per cent. of the gross earnings, or 6.70 per cent. above the general average.

Madison Division.—The gross earnings of this division were \$226,797 91, being an increase of \$26,674 04. The operating expenses were \$153,375 12, being 67.62 per cent. of the gross earnings.

Peninsular Division.—The gross earnings of this line were \$445,023 48. The operating expenses were \$278,837, being 62.65 per cent. of the gross earnings. The earnings were \$162,499 84 greater than in the previous year. The anticipations of the projectors of this line have been more than realized in the development of its business, which consists mainly in the transportation of iron ore from the mines to the port of Escanaba. The quantity of ore transported over the line has increased from 38,987 tons in 1865-'66 when the road was opened, to 236,185 tons in 1867-'68; and the revenue has risen during the same time from \$99,456 47 to \$445,023 48. It is expected that the business will very materially increase during the present year.

Milwaukee Division.—The gross earnings of this line were \$1,077,617 60, being an increase over the previous year of \$14,453 39. The operating expenses were \$588,592 29, being 54.62 per cent. of the earnings, or 7.80 per cent. less than the general average.

GENERAL BALANCE SHEET, MAY 31, 1868.

Old Construction:

Cost of road and property in accordance with terms of consolidation, to May 31, 1867.....	\$35,272,814 39
Add amount charged during the year for claims against old companies.....	12,991 28
For stock issued for stock of the Beloit and Madison R. R. Co....	1,832 00
	<hr/>
	\$35,287,687 62

Add cost of stock of Chicago and Milwaukee Railway Co., to May 31, 1868.....	2,086,600 00
Add bonds of C. & M. R. W. Co., now outstanding, guaranteed by this company.....	1,725,400 00
Add bonds of B. & M. R. R. Co., now outstanding guaranteed by this company.....	372,000 00
Add stock of Green Bay Transit Co., & Michigan Transportation Co., & loans to said companies, representing the steamboats on Green Bay and Lake Superior.....	329,455 00
	<hr/>
	\$39,811,092 62

New Construction:

Balance to debit of this account May 31, 1867.....	\$1,770,356 29
Add amounts charged during the year....	894,793 96
Discount on securities sold.....	65,808 88
Interest on unfunded debt.....	46,244 84
	<hr/>
	2,777,203 97

New Equipment:

Balance to debit of this account, May 31, 1867.....	\$4,828,399 50
Add for new locomotives and cars purchased and built during the year....	130,500 00
	<hr/>
	4,958,899 50
Securities on hand.....	629,179 76
Materials on hand.....	1,055,728 62
	<hr/>
	\$49,232,104 47

Common Stock:

Amount issued to May 31, 1867 ..	\$13,232,495 61
Amount of 10 per cent. dividend on common stock, payable June 29, 1868, in common stock.....	1,323,180 00
	<hr/>
	\$14,555,675 61

Preferred Stock:

Amount issued to May 31, 1867.....	\$14,789,125 42
Issued since for st'k of the C. & M. R. W. Co.....	78,400 00
Issued since for st'k of the B. & M. R. R. Co.....	1,832 00
Amount of 10 per cent. dividend on pref. stock, payable June 29, '68, in pref. stock....	1,486,930 00
	<hr/>
	16,356,287 42
Funded debt (for full description see Bond List, pp. 1065, 1066 & 1067).....	18,073,400 00
Unfunded debt.....	\$1,735,356 86
Less—operating assets.....	\$1,099,951 88
Cash ..	409,140 51
	<hr/>
	1,509,092 39
	<hr/>
	223,264 47

Balance to credit of income acct't May 31, 1868.....	20,476 97
	<hr/>
	\$49,282,104 47

President.—HENRY KEEP.

Directors.—Henry Keep, H. H. Baxter, John M. Burke, Geo. S. Scott, F. P. James, Samuel Sloan, Benjamin Nathan, James H. Benedict, John Bloodgood, W. S. Gurnee, Russell Sage, M. L. Sykes, Jr., New York; Perry H. Smith, John L. Dunlap, John B. Turner, William H. Ferry, Chicago; Alexander Mitchell, Milwaukee.

Vice President.—PERRY H. SMITH.

2d Vice President.—M. L. SYKES, JR.

Secretary.—JAMES R. YOUNG.

Treasurer.—ALBERT L. PRITCHARD.

Gen'l Supt.—GEO. L. DUNLAP.

Trade and Commerce of San Francisco— The Pacific Railroad.

Advises from San Francisco to the 6th inst., state that the fall trade, then at its zenith, was being characterized by a fair degree of activity. The quantity of goods leaving the city by every available mode of transportation was said to be large, indicating for both its inland and coast-wise trade a healthful condition.

Owing to the carrying capacities of the Central Pacific Railroad being largely employed in the forwarding of the company's own freights, consisting of construction material and supplies for working forces, merchandise destined for points east of the Sierra has been greatly delayed, compelling recourse once more to wagon transportation over the mountains, and forcing the passage of goods again over the Placerville route, before nearly abandoned. Indeed, it is now becoming a question whether this railroad when wholly given up to the public service, will be able to meet the heavy requirements likely to be made upon it, as the vast regions it is destined to supply come to fill up with population. Being permanently built and more direct than any other practicable route between San Francisco and the Great Utah Basin, it will no doubt be preferred to every other, always commanding all the traffic it will be able to accommodate. But whether, with the best management, it will be able to meet the calls certain to be made upon it in the early future may be gravely questioned, rendering the construction of the contemplated Feather River road not only probable, but, in a measure, necessary.

Already the Central Pacific road has done much towards facilitating and cheapening the transportation of goods to Southern Idaho, Utah and Nevada, only branch roads requiring to be built at various points along it to still further enhance these advantages.

The expressing business has increased nearly one-third on account of the additional facilities and reduced rates inaugurated by vigorous opposition. The Pacific Union Express is rapidly augmenting its business and extending it to every part of the Union and Europe.

The following statement shows the arrivals at San Francisco from domestic, Atlantic and foreign ports during the past nine months, as compared with like periods in the four preceding years:

Year.	From dom. Atl. ports.		From for. ports.	
	Vess.	Tons.	Vess.	Tons.
1864.....	90	98,684	841	247,267
1865.....	65	68,735	847	228,080
1866.....	60	98,252	842	242,138
1867.....	96	108,849	828	251,649
1868.....	92	93,020	846	320,058

The foregoing tables include the steamers plying between this port and Panama, San Juan, C. A., Northern Mexico, British Columbia, Honolulu, China and Japan. Appended will be found a return for our foreign trade by steamer for the first nine months of the years 1867 and 1868, showing a very gratifying augmentation of 57,102 tons.

From	1867.		1868.	
	Tons.		Tons.	
Panama.....	77,547		125,030	
San Juan, C. A.....	16,826		6,402	
Northern Mexico.....	11,258		15,254	
British Columbia.....	6,503		6,734	
Honolulu.....			7,165	
China and Japan.....	12,030		21,381	

Totals.....124,164.....181,266

As the above tables include the steamers plying between this port and Panama, Mexico, British

Columbia, China, and Honolulu; the course of our import trade can be with more accuracy traced in arrivals other than steamers from the following ports and countries, as from them we receive a very large portion of our supplies, and during the past nine months, as compared with a like period in 1867, the arrivals have been as follows:

	1867.		1868.	
	Vess.	Tons.	Vess.	Tons.
Domestic Atlantic Ports.....	96	108,849	92	98,020
Great Britain.....	35	24,949	56	41,280
France.....	10	4,952	11	5,419
Hamburg.....	4	2,020	10	8,457
Hawaiian Islands.....	28	9,286	24	14,223
China.....	25	28,367	23	35,353
Manila.....	7	4,650	3	1,858
Malaga.....	2	673	2	652
Rio de Janeiro.....	5	2,004	3	2,614
Japan.....	8	6,018	4	3,943
Batavia.....	4	1,832	1	800

Totals.....224 193,400 229 207,119

The number of vessels on the way to this port, as far as we are informed, compares as follows with the same period for the previous year:

From	1867.		1868.	
	Vess.		Vess.	
Domestic Atlantic ports.....	46		55	
Foreign ports.....	38		45	

Total cargoes advised on the way.....84 100

This shows that, with the tonnage already at hand, and that to arrive, we shall be fully supplied with facilities for exporting our abundant crops.

Our exports for the first nine months of the current year exhibit an increase of only \$201,227 over a like term in 1867, but they are greater than the returns for the first nine months of 1866 by four a quarter millions, and for the same period in 1865 by six and a quarter millions. We append the following tabular statement which will show our exact export relations with other countries:

To	1867.		1868.	
	\$		\$	
New York, etc.....	\$5,000,690		\$5,715,830	
Great Britain.....	5,914,924		4,646,608	
Mexico.....	1,485,859		1,286,830	
South America.....	562,252		404,280	
Hawaiian Islands.....	479,063		573,816	
China.....	842,778		868,202	
British Columbia.....	728,584		763,209	
Japan.....	584,390		291,746	
Australia, etc.....	45,746		957,306	
Other countries.....	505,009		842,195	

Totals.....\$16,148,795 \$16,350,022

The value of shipments to New York, etc., as given in the above table, represents both those by sailing vessels and steamers via the Isthmus. By separating them we have the following comparison:

	1867.		1868.	
	\$		\$	
Per steamer via Panama.....	\$2,040,695		\$3,230,781	
Per steamer via San Juan del Sur.....	18,596			
Per sail via Cape Horn.....	2,941,399		1,485,049	

Totals.....\$5,000,690 \$5,715,830

Our steam trade via Panama has been augmented by over a million of dollars. By sail, round the Horn, we note a decrease of about half a million.

Our treasure export during the first nine months of the years 1867 and 1868, has been as follows:

	1867.		1868.	
	\$		\$	
To New York.....	\$17,572,641	16	\$18,824,609	74
To England.....	4,658,660	43	3,726,341	21
To France.....	1,108,116	53	549,988	28
To China.....	7,145,827	74	3,979,009	65
To Panama.....	281,127	40	475,000	00
To other countries.....	961,070	15	589,459	46

\$31,726,943 41 \$28,144,408 34

The above tables do not include the amounts sent East by the Sub-Treasurer, amounting to \$7,500,000. Our large grain bills for the crop of 1867-'8 have supplied the place of treasure ship-

ments and enabled us to profit by the retention of coin for the prosecution of home industries.

The combined exports of treasure and merchandise for the first nine months of 1868, as compared with a like period in the preceding year, are represented by the following:

	1867.		1868.	
	\$		\$	
Treasure exports.....	\$31,726,943		\$28,144,408	
Merchandise.....	16,148,795		16,350,022	

Totals.....\$47,875,738 \$44,494,430

The above return of combined exports proclaims a decrease of \$3,381,308; but as our decrease in treasure export was \$3,582,535, we make net gain of \$201,207 in merchandise exports.

The receipts of treasure from all sources through regular public channels, during the past nine months, as compared with the same period of 1867, have been as follows:

	1867.		1868.	
	\$		\$	
From California Northern Mines.....	\$18,673,774		\$18,562,236	
From California Southern Mines.....	8,288,353		8,456,720	
From Nevada.....	13,500,000		12,000,000	
From Coastwise Ports Oregon, etc.....	4,242,036		3,338,426	
Imports, Foreign, British Columbia, etc.....	2,880,430		2,138,861	

Totals.....\$42,584,593 \$39,436,243

The decrease in the above treasure receipts from our mines, and coastwise and foreign receipts for the first nine months of 1868, is \$3,088,350 less than for the same period of last year; but it must also be borne in mind that our shipments have been \$3,000,000 less, showing that we are actual gainers to the amount of half a million. However, a very large per centage comes to this city in private hands, and does not enter into this account. Large amounts of bullion credited to Nevada are really received from Idaho and other outlying mineral regions.

The disbursements for army purposes on this coast for the first nine months of 1867 and 1868 have been as follows:

	1867.		1868.	
	\$		\$	
Quartermaster's Department.....	\$4,685,759	40	\$2,245,000	00
Paymaster's Department.....	4,511,914	94	1,956,142	85
Commissary Department.....			1,118,708	00

The increased expenditures of the Quartermaster's Department, in the first nine months of 1868, over those of the same period in 1867, amount to \$173,844. Considerable bodies of troops have been sent to this coast to replace those whose terms of service had expired; and the cost of transportation to their various interior stations has been very great, particularly to Arizona, Utah and Idaho. On the other hand we note a very decided falling off in the expenditures of the Commissary Department to the amount of \$367,540 less in the first nine months of 1868 than for a like period of 1867.

The total coinage for the first nine months of this year compares with that for the like periods in 1866 and 1867 as follows:

	1866.		1867.		1868.	
	\$		\$		\$	
January.....	\$315,000		\$124,000		\$97,000	
February.....	919,500		1,022,000		540,000	
March.....	1,860,000		978,535		575,000	
April.....	1,113,000		1,395,000		710,000	
May.....	2,165,000		2,505,000		714,000	
June.....	1,120,000		1,420,000		922,000	
July.....	1,004,000		1,162,000		2,365,000	
August.....	1,747,000		2,380,000		1,465,000	
September.....	1,916,000		1,989,000		2,455,000	

Totals.....\$11,659,500 \$13,465,535 \$9,933,000

The decrease in coinage since last year is attributable to the diminished demand, rather than to any deficiency in bullion. The greater portion of our treasure shipments are now made in gold bars, instead of coin. The principal shipper of coin has been the Sub-Treasurer, who has sent to New York, since January 1, 1868, the sum of \$7,500,000, being \$2,000,000 more than was shipped by

that officer in all of 1867. An important feature is the wonderful increase in immigration, the first nine months of the present year having added 30,418 people to our population by sea alone. Probably the augmentation from other sources will foot up 5,000 more, making an aggregate of 85,000 souls. This addition exercises considerable effect upon finances and general trade. They have not yet had time to become producers, and are, therefore, only consumers; but will do much to develop our inexhaustible resources next year.

Progress of the Central Pacific Railroad.

The line of the Central Pacific Railroad continues to be the scene of remarkable activity. From Sacramento to a point on the Plains nearly or quite 500 miles eastward, the route is lively with the passage of freight, construction and supply cars, locomotives, lumber and store trains, teams and laborers. The company is employing about 10,000 workmen and over 3,000 teams. Its army of railroad builders, and the smaller army employed in getting out lumber and stone on contract, or acting as sutlers and providers, have built up numerous temporary towns which give recent solitudes and desert tracts the air of old "settlements." The numerous workshops, factories, mills, depots and trading posts created by its necessities have diversified the industry of an extensive region and planted the germs of permanent improvement.

The transit of the regular passenger and freight trains twice a day is but a slight incident in the immense activity of movement, business and labor along the whole line. It is not too much to say that the building of the Central Pacific has distributed a population of 15,000 or 20,000 through a region before chiefly uninhabited, and has created fifteen or twenty towns that promise to be permanent, besides numerous camps and villages which serve a temporary purpose. The woods of the Sierra Nevada ring for a hundred miles with the strokes of axemen and the click of quarrymen and stone-cutters. At one point alone (Truckee) twenty-five or thirty saw mills are in operation getting out lumber for ties, butts, boarding, frames and roofing. The Truckee River is clogged with logs in places floating on the way to be sawed. On Donner Lake recently could be seen a boom of 500 logs which would make nearly 500,000 feet of sawed lumber; and the bare granite cliffs about the lake constantly resound with the stroke of the woodmen's axes, the shouts of the ox-drivers hauling logs, the groan and crash of falling trees, the whistle and the rumble of passing trains.

Lumber of every description is piled along the road waiting for cars to convey it where it is needed to extend the track, to make snow-sheds, or to build stations, depots, stores and dwellings. Seventy locomotives and several hundred cars of various kinds are continually passing to and fro on different portions of the route, engaged in the transportation of material, supplies and laborers. Every day 500 tons of material for the extension of the track are passed over the Sierra, surmounting an altitude of 7,030 feet and pushing on to the front, a distance of from 300 to 400 miles east of Sacramento. Exertion is redoubled as winter approaches to get as much grade finished and as much material forwarded as possible before the heavy snows set in; also to complete the roofing and siding of the snow-sheds framed during the

present season. When the snow does come, unless the winter is an unusually mild one, the sound of the woodman's axe will cease, the buzzing saw mills will be hushed, the bustle of the fresh pine towns will be stilled, and the chief work in the snowbelt of the Sierra will be to keep the track open and pass the trains.

All the stir and labor now witnessed are directed to pushing the iron road as far as possible towards the head of Salt Lake before winter. On Monday last the passenger cars began running to Winnemucca, 324 miles east of Sacramento. The track is laid about 24 miles further, say nearly to Emigration Canon, and the grading is completed for at least 50 miles further; while one army of graders is making road bed still another 50 miles beyond. The distance from Sacramento to the north end of Salt Lake is 651 miles. Track is laid for 348 miles of this distance, and is being extended at the average rate of about $2\frac{1}{4}$ miles per day. The time at which the track will reach the lake is now only a question of motive power and weather. The grading may all be completed in three months, for another force, under contract with the Mormons, is grading 100 miles this side of the lake. With the road bed completed before the ground freezes, track can be laid through the winter as fast as the material can be forwarded.

About 500 tons of material—ties, rails, spikes, bolts, chairs, &c.—are required for two miles of track, and to transport this across the summit of the Sierra, over a heavy ascending grade, requires about 50 cars and 10 locomotives daily. The company needs more motive power for this and its other business, and has ordered 15 locomotives to be shipped from New York by way of the Isthmus immediately. Iron is coming fast enough already, and the tamarack groves of the Sierra furnish the ties. The transporting power of the company is so largely devoted to pushing its road material ahead that it is obliged to refuse a great deal of custom freight, much to the inconvenience of traders in the mountains and in Washoe. Everything must bend at present to the construction of the railway. The company is playing for a big stake, in which the farmers, manufacturers and merchants of California are equally interested—the ownership of the entire route to Salt Lake, and the control of the trade of Utah, with its population of nearly two hundred thousand, increasing at the rate of ten per cent, per annum.

The Union Pacific Company is working from the eastern side for the same objective, and has pushed a grading force beyond the three hundred mile limit fixed by Congress; but the Central folks are not afraid of being passed, and have made arrangements which they are confident will enable them to reach the north end of the lake first, if they do not even get beyond it. They deny the report that the Union Pacific had telegraphed an offer of the free use of so much of their grade as the Central could first iron, and of payment for so much of the Central grade as the Union should be able to iron. The two companies are not grading in parallel lines near the lake, as supposed by some, but have left gaps in the one main line in their anxiety to press forward either way, and are bound to connect at some point as required by law. There is now little difference between the distance which each company has to build to reach the same point north of the lake, and only about five hundred miles in all remain to be constructed of the one thousand seven hundred and twenty-five originally to be built between Sacramento and Omaha.

The work of grading across the Nevada and Utah Plains eastward is not difficult. The country is an elevated plateau, broken into a series of valleys by successive ridges, rising above the general level from a few hundred to several thousand feet. These ridges are passed through easily by following mainly the course of streams, and the intervals or small "plains" offer a level surface that needs only a little smoothing to be ready for the ties. Down the eastern slope of the Sierra Nevada and far towards Humboldt Lake the road usually follows the bed of the Truckee,

Leaving this bright, clear stream, the journey becomes less interesting, and treeless hills, red or black with volcanic rock, are succeeded by desert tracts.

The most barren and forbidding portions of the route to Winnemucca are, however, chiefly passed in the night, when the alkaline dust is less apt to rise, or if it rises, does so in smaller in quantities. The appearance of large camps of laborers, and of villages just built of spice-scented pine boards, intermixed with tents, is in sharp contrast to the barren solitudes of the plains and desert. Construction trains frequently passing, and the numerous groups of Chinese laborers that stop to gaze as the passenger car halts or goes by, increase the strange discrepancies of the scene, which is altogether wild and peculiar. It is difficult to realize that over this same ground once passed so slowly, laboriously and dangerously the ox trains of the pioneer emigrants, and only when this is realized are the full value of the Pacific Railroad and the enterprise and energy of its builders heartily appreciated.—*San Francisco Bulletin*.

The Darien Ship Canal.

A meeting of gentlemen interested in the construction of a canal across the Isthmus of Darien was held in this city on the 20th inst. The meeting was organized by the appointment of Mr. Peter Cooper as chairman, and Hon. F. A. Conkling as secretary. Hon. Wm. H. Seward, Secretary of State of the United States, and Hon. Wm. M. Evarts, Attorney General, were present, and took active part in the proceedings. Many important facts were laid before the meeting. Estimates from the highest sources place the cost of the canal at \$100,000,000. Messrs. William T. Coleman, Marshall O. Roberts, C. K. Garrison, Wm. B. Duncan and Richard Schell were appointed commissioners to obtain subscriptions to the capital stock of the company. Charts of the surveys of the proposed route, by Frederick M. Kelley and other eminent engineers, were exhibited, which demonstrated the feasibility of the undertaking, and entire confidence was expressed in its ultimate success. Mr. Seward, in addressing the meeting, said:

Commerce can no longer afford to use the circuitous and perilous navigation around the Cape. It must and will have shorter channels of transport, and of these there can be but two—the one across the Isthmus of Suez, the other across the Isthmus of Darien. A canal across the Isthmus of Suez already approaches its completion. If that channel is to secure the patronage of universal commerce, it will be fully enlarged and completely adapted to the interests of modern commerce. In that case the commerce of even the Atlantic American coast, from the St. Lawrence to Cape Horn, will be turned eastward across the Atlantic, and through the Mediterranean and the Red Seas and the Indian Ocean to India and China. It would be a reproach to American enterprise and statesmanship to suppose that we are thus to become tributaries to ancient and effete Egypt, when by piercing the Isthmus of Darien we can bring the trade of even the Mediterranean and of the European Atlantic coasts through a channel of our own; so palpably indicated by nature that all the world has accepted it as feasible and necessary.

The following gentlemen have been elected directors of the Vermont and Canada Railroad Company: Worthington C. Smith, John Porter, Edward Blake, Samuel Atherton, John W. Newton, Jed. P. Clarke, and B. P. Cheney. Hon. W. C. Smith was re-elected President and John W. Newton Clerk and Treasurer.

George W. Beach has been appointed Superintendent of the Nantucket Railroad,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J. A. J. & O.	Oct. '68	Portl. Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '68
Albany Valley...50	2,000,000			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '68
Atlanta and West Point...100	1,332,200	J. & J.	Jan. '68	Do. do. pref. 100	5,238,830			Raleigh and Gaston...100			Jul. '68
Atlantic & N. Carolina...100	5,445,225			Hanover Branch, Pa...50	116,550	M. & N.	May '68	Rensselaer and Saratoga...100	2,100,000	A. & O.	Oct. '68
Atlantic & Gt. Western...50	25,879,923			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	Jan. '68	Richmond and Petersburg...100	847,100		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '68	Hudson River...100	13,927,100	A. & O.	Oct. '68	Rich. Fred. and Potomac...100	1,041,800		
Augusta and Savannah...100	733,700	J. & J.	Jan. '68	Huntingdon & B'd Top...50	494,350			Rockport...100	68,400		Nov. '67
Baltimore and Ohio...100	16,151,962	A. & O.	Oct. '68	Do. pref. 50	190,750	J. & J.	Jan. '68	Rome, Watert. and Oq'n...100	2,400,000	J. & J.	July '68
Do. Washington Br...100	2,860,000	A. & O.	Oct. '68	Illinois Central...100	23,415,780	F. & A.	Aug. '68	Rutland preferred...100		F. & A.	Aug. '68
Baltimore City Passenger...100	670,000			Indianapolis, Cin. & Lafayette...100	6,185,397	M. & S.	Sep. '67	St. L. Alt. and T. Haute...100	2,300,000		
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '68	Jeffersonv. Mad. & Ind...100	2,000,000	J. & J.	Jan. '68	St. L. & " pref. 100	2,400,000	Annual	May '68
Bellevue Delaware...100	4,420,000	F. & A.	Feb. '68	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Oct. '68	St. L., Jack'nv. and Chic'o...100	1,469,429		
Berkshire...100	996,250			Joliet & North. Indiana...100	300,000	J. & J.	Jan. '68	Sandusky and Cincinatti...100	2,059,000		
Berkshire & Corning...100	600,000	J. A. J. & O.	Oct. '68	Lackawanna & Bloomab...50	1,325,000			Do. pref. 100	445,596	M. & N.	Nov. '67
Boston & Albany...100	250,000	J. & O.	Dec. '67	Leeds and Farmington...100				Sand. Mansf. and Newark...100	901,541		
Boston & Albany...100	13,725,100	J. & J.	Jul. '68	Lehigh and Mahanoy...50	2,158,666	J. & J.	Jan. '68	Savannah and Charleston...100	1,000,000		
Boston & Chelsea...100	110,000	A. & O.	Oct. '68	Lehigh and Susquehanna...50	8,739,800	M. & N.	May '67	Schuylkill and Susqueh'a...50	1,299,150		
Boston, Concord & Mont...100	459,000			Lehigh Valley...100	10,731,400	J. A. J. & O.	Oct. '68	Second and Third St. (Ph.)...50	203,767	J. & J.	Jul. '68
Do. do. pref. 100	1,340,400	M. & N.	May '68	Lehigh Luzerne...50	844,650	J. & J.	Jan. '68	Schuylkill Valley...50	576,050	J. & J.	Jul. '68
Boston and Lowell...500	1,831,500	J. & D.	Jun. '68	Lexington & Frankfort...100	514,646	M. & N.	Nov. '67	Seaboard and Roanoke...100	868,200		
Boston and Maine...100	4,016,974	J. & J.	July '68	Little Miami...50	3,572,400	J. & D.	Jun. '68	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Boston and Providence...100	3,360,000	J. & J.	July '68	L. M. & C. and X. (Joint)...100	1,804,397	J. & D.	Jun. '68	Shamokin V. and Pottav...50	869,460	F. & A.	Feb. '68
Broadway (Boston)...50	325,000	J. A. J. & O.	Oct. '68	Little Schuylkill...50	2,694,100	J. & J.	Jan. '68	Shore Line...100	636,200	J. & J.	Jan. '68
Broadway & 7th Av. (N. Y.)...100	2,100,000	J. & J.	Jul. '68	Lomb. and South St. (Ph.)...25	90,000			Sixth Avenue (N. Y.)...100	750,000		Nov. '67
Brooklyn City...100	1,000,000	F. & A.	Feb. '68	Long Island...50	8,000,000	F. M. A. N.	Aug. '68	Somerville...100	75,000	M. & N.	May '68
Brooklyn City & Newt'n...100	399,800			Long Branch & Sea Shore...50	95,194			South Carolina...100	6,819,275		
Buffalo, Bradford & Pitts...100	1,100,000			Louisv. Cin. and Lex. pr. 100	211,122	J. & J.	Jul. '67	South Shore...100	259,655		Jul. '68
Bull. New York & Erie...100	1,600,000	M. & N.	May '68	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '68	South Western, Georgia...100	3,203,400	F. & A.	Feb. '68
Burlington & Erie...100	500,000	F. & A.	Aug. '68	Louisville and Nashville...100	5,432,638	F. & A.	Feb. '68	Staten Island...100	600,000	J. & J.	Jul. '67
Cambridge Horse (Boston)...100	7,750,000	A. & O.	Oct. '68	Louisv. N. Alb. & Chicago...100	2,800,000			Stony Brook...100	267,800	M. & N.	May '68
Camden and Amboy...100	7,921,412	F. & A.	Aug. '68	Lowell and Lawrence...100	200,000	A. & O.	Oct. '68	Steuensville and Indiana...100	1,983,141		
Camden and Atlantic pref. 50	900,000			Macon and Western...100	1,500,000			Stockbridge & Pittsfield...100	445,700		
Camden & Burlington Co. 100	331,000			Mahanoy & B'd Mount n...50	1,676,915			Summit Branch...100		J. & J.	Jul. '68
Cape Cod Branch...50	721,926	J. & J.	Jul. '68	Maine Central...100	1,000,860			Syr. Bingham. and N. Y. 100	1,314,130		
Catawissa...50	1,150,000			Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '68	Taunton Branch...100	250,000	J. & J.	Jul. '68
Catawissa, pref. 50	2,200,000	M. & N.	Nov. '68	Marietta & Cincinnati...50	3,618,374			Tennessee and Alabama...100	595,922		
Cayuga & Susquehanna...50	589,110			Do. 1st pref. 50	6,586,135	M. & S.	Sep. '68	Terre Haute and Indiana...100	1,483,150	J. & J.	Jan. '68
Central of Georgia...100	4,668,300	J. & J.	Jul. '68	Do. 2d pref. 50	4,051,744	M. & S.	Sep. '68	Third Avenue (N. Y.)...100	1,750,000		
Central of New Jersey...100	13,768,000	J. A. J. & O.	Oct. '68	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68	Thirtieth and Fif. (Ph.)...50		J. & J.	Jan. '68
Central Ohio...100	2,600,000	J. & D.	Jun. '68	Memphis and Ohio...100	570,000			Tol. Peoria and Warsaw...100	2,700,000		
Do. pref. 100	400,000	J. & D.	Jun. '68	Metropolitan (Boston)...100	1,250,000	J. & J.	July '68	Do. (E. D.) pref. 100	1,700,000		
Do. Park, N. & E. River...100	970,000			Michigan Central...100	8,477,368	J. & J.	Jul. '68	Do. (W. D.) pref. 100	1,300,000		
Charlottesville & S. Carolina...100	1,500,000			Mich. So. & North. Ind...100	10,069,400	August.	Aug. '68	Tol. Wabash and West...50	5,700,000		
Chemung...100	380,000			Do. guaranteed 100	585,400	F. & A.	Feb. '68	Do. pref. 50	1,000,000	M. & N.	May '68
Cheshire, preferred...100	2,017,825	Annual	Oct. '68	Middlesex (Boston)...100	400,000			Troy and Boston...100	607,111		
Chicago and Alton...100	3,886,643	M. & S.	Sep. '68	Mill Creek and Mineh'l...50	323,737	J. & J.	July '68	Troy and Greenbush...100	274,400	J. & D.	Jun. '68
Do. pref. 100	2,425,576	M. & S.	Sep. '68	Millville and Glasboro...50	405,020	F. & A.	Aug. '68	Union Transport'n (Bos.)...100	100,000		
Chicago, Burl. & Quincy...100	12,500,000	M. & S.	Mar. '68	Milw. & Prairie du Chien...100	2,956,081			Union (Phila.)...50	291,476	J. & J.	Jul. '68
Chicago, Iowa & Nobles...100	2,600,000			Do. 1st pref. 100	3,214,250	Annual	Feb. '68	Utica and Black River...100	834,400	J. & J.	Jun. '68
Chicago and Milwaukee...100	2,247,000			Do. 2d pref. 100	1,014,000	Annual	Feb. '68	Vermont and Canada...100	2,600,000	J. & D.	Jun. '68
Chicago & N. Western...100	14,555,876	June	Jun. '68	Milw. & St. Paul...100	6,456,853	J. & J.	Jan. '68	Vermont Central...100	5,000,000		
Do. pref. 100	16,555,237	June	Jun. '68	Do. pref. 100	8,650,892	J. & J.	Jan. '68	Vermont and Massachusetts...100	2,400,000	J. & J.	Jun. '68
Chicago, B. I. & Pacific...100	14,000,000	Sept.	Sep. '68	M. Hill & Schuylk. Haven...50	2,775,000	J. & J.	Jul. '68	Vicksburg and Meridian...100	357,408		
Cin. Ham. & Dayton...100	3,500,000	Sept.	Sep. '68	Mobile and Ohio...100	3,762,400			Virginia Central...100	3,553,675		
Cincinnati City Passenger...100		Jan. '68	Jan. '68	Montgomery & W. Point...100	1,644,100	J. & D.	Dec. '67	Virginia and Tennessee...100	5,497,791		
Do. Street...50	1,675,346	J. & J.	Jan. '68	Morris and Essex...50	3,616,350	F. & A.	F. 67	Western Union...100	2,707,658		
Cincinnati and Zanesville...50	192,750	J. & J.	Jul. '68	Mt. Carbon & Pt. Carbon...50	282,330	F. & A.	July '68	West Jersey...100	801,163		Aug. '68
Citizens Passenger (Phila.)...50	10,450,000	F. & A.	Jul. '68	Nashua and Lowell...100	720,000	M. & N.	May '68	West Philadelphia...100	349,100	J. & J.	Jul. '68
Clev. Col. Cin. & Ind...100	2,056,400	M. & N.	May '68	Nashville & Chattanooga...100	2,056,544			Wilm. and Ma. Chester...100	1,147,018		
Cleveland & Mahoning...100	8,750,000	J. & J.	Jul. '68	Naugatuck...100	1,436,000	F. & A.	Aug. '68	Wilm. and Weldon...100	1,465,776		
Cleve. Painesv. & Ashta...100	5,424,091	J. A. J. & O.	Oct. '68	New Bedford & Taunton...100	500,000	J. & J.	Jul. '68	Warren...100	1,517,650		
Cleveland and Pittsburg...50	6,000,000	J. & J.	Jul. '68	New Haven & N. London...100	738,535			Worcester and Nashua...75	1,622,600	J. & J.	Jun. '68
Cleveland and Toledo...50	11,420,000	J. & J.	Jul. '68	N. Haven & Northampton...100	1,341,000	J. & J.	Jan. '68				
Col. Chi. & Indiana Con...100	1,786,200	J. & J.	Jan. '68	New Jersey...100	6,000,000	F. & A.	Aug. '68				
Columbus and Xenia...50	1,500,000	M. & N.	Nov. '68	New London Northern...100	895,000	M. & S.	Mar. '68				
Concord & Portsmouth...100	350,000	J. & D.	Jun. '68	New York Central...100	28,537,000	F. & A.	Aug. '68				
Coney Island & Brooklyn...100	500,000			Do. pref. 50	5,250,000	J. & J.	Jul. '68				
Conn. & Passump. Rivers...100	189,000			New York & Harlem...100	1,500,000	J. & J.	Jul. '68				
Do. do. pref. 100	1,822,100	J. & J.	Jul. '68	New York & New Haven...100	6,000,000	J. & J.	Jul. '68				
Connecticut River...100	1,700,000	J. & J.	Jul. '68	N. Y. Provid. & Boston...100	2,000,000	J. & J.	Jul. '68				
Cumberland Valley...100	1,316,900	A. & O.	Apr. '68	Nig. Bridge & Cascad...100	1,000,000	J. & J.	Jan. '68				
Danbury and New Walk...100	400,000			Ninth Avenue and Hudson...100	797,400						
Dayton and Michigan...100	2,392,361			North Carolina...100	4,000,000						
Delaware...50	694,250	J. & J.	Jul. '68	Northern Central...50	4,484,900	F. M. A. N.	Nov. '68				
Del. Lackaw. & Western...100	18,386,020	J. & J.	Jul. '68	North Eastern (S. C.) pref. 100	155,000						
Des Moines Valley...100	1,820,300			Northern of N. Hampsh...100	8,96,400	J. & D.	Jun. '68				
Detroit & Milwaukee...100	1,047,350			Northern of N. Jersey...100	159,100						
Do. pref. 100	1,500,000			North Pennsylvania...50	3,150,150						
D. Dock, E. B'dw. & Bat...100	1,200,000			Norwich & Worcester...100	2,363,600	J. & J.	Jul. '68				
Dubuque and Sioux City...100	1,578,641			Ogdens & L. Champ'n...100	3,024,000	F. & A.	Feb. '68				
Do. do. pref. 100	1,987,351			Do. pref. 100	1,377,000	A. & O.	Oct. '68				
Eastern (Mass.)...100	2,883,300	J. & J.	Jul. '68	Ohio and Mississippi...100	20,000,000						
East Tennessee...100	492,500	J. & J.	Jul. '68	Oil Creek & Allegheny R. 50	4,259,000	J. & D.	Jun. '68				
East Pennsylvan...100	654,600			Old Colony & Newport...100	4,848,320	J. A. J. & O.	Oct. '68				
East Tenn. and Georgia...100	2,359,733			Orange and Newark...100	281,550	J. & J.	Jul. '68				
East Tenn. and Virginia...100	667,800			Oswego and Syracuse...50	482,400						
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '68	Pacific of Missouri...100	3,614,515	F. & A.	Aug. '68				
Elm. Jeffers. & Canad...100	500,000	F. & A.	Feb. '68	Panama...100	7,000,000	J. A. J. & O.	Oct. '68				
Elmira & Williamsport...50	500,000	M. & N.	May '68	Paterson and Ramapo...100	245,500	J. & J.	Jul. '68				
Do. do. pref. 50	500,000	J. & J.	Jul. '68	Paterson and Hudson River...100	630,000	J. & J.	Jul. '68				
Erie Railway...100	16,574,300	F. & A.	Feb. '68	Pennsylvania...100	21,045,750	M. & N.	May '68				
Do. pref. 100	5,534,910	Annual	Jan. '68	Peoria & Bureau Valley...100	1,200,000	A. & O.	Oct. '68				
Erie & Pittsburgh...50	6,400,000	J. & J.	Jul. '68	Philadelphia and Erie...50	5,089,450	J. & J.	Jan. '68				
Frankburg & Crawford...100	248,000	J. & J.	Jan. '68	Philadelphia and Reading...100	21,804,301	J. & J.	Jul. '68				
Flint and Holly...100	500,000	M. & N.	May '68	Do. Do. preferred...50	1,551,350	J. & J.	Jul.				

Atlantic and Great Western :		January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864	1864	150,713	164,438	166,493	194,992	200,807	265,628	295,512	356,408	401,108	367,228	353,344	328,828	3,285,492
1865	1865	289,445	347,211	422,340	365,045	472,493	410,800	493,882	498,584	541,481	678,446	624,243	576,865	5,625,885
1866	1866	475,641	483,270	585,991	412,821	464,507	493,243	466,986	568,599	533,150	599,670	474,086	384,578	5,696,119
1867	1867	377,852	380,190	499,555	407,018	465,102	583,896	400,550	461,879	483,177	488,917	474,184	360,641	5,167,371
1868	1868	404,467	392,251	408,847	338,654	355,255	359,181	343,325	413,484	477,795				
Chicago and Alton :														
1863	1863	109,850	101,358	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	158,869	158,294	1,673,708
1864	1864	100,991	154,413	196,803	162,723	178,798	206,690	224,257	312,165	354,554	320,879	307,803	282,018	2,770,484
1865	1865	280,503	278,283	299,063	268,480	322,278	355,270	336,995	409,261	401,230	367,956	307,019	236,824	3,540,091
1866	1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,538	360,223	328,080	271,547	2,996,168
1867	1867	344,787	167,832	235,961	282,165	335,510	542,858	354,244	415,982	408,999	426,782	359,102	330,169	3,892,861
1868	1868	259,539	290,496	261,599	270,386	335,510	378,461	405,616	570,463	488,156				
Chicago, Rock Island and Pacific :														
1863	1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1864	1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1865	1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	308,251	389,489	307,523	270,073	201,779	3,313,514
1866	1866	241,895	183,285	267,230	209,090	277,506	306,693	238,928	317,977	400,941	428,474	346,028	260,258	3,466,922
1867	1867	292,047	224,621	272,454	268,369	297,635	216,681	297,513	444,024	568,408	599,549	442,376	377,065	4,588,611
1868	1868	308,587	297,464	276,431	284,700	308,891	366,390	329,800	478,600	544,900				
Chicago and Northwestern :														
1863	1863	273,876	317,339	390,355	421,363	466,330	565,145	489,710	519,308	699,605	729,759	716,378	568,400	6,111,568
1864	1864	541,005	482,164	592,796	468,353	685,623								

*Indicates that no interest is paid.					*Indicates that no interest is paid.				
	Amounts outstanding.	Rate.	Payable.	When Payable.		Amounts outstanding.	Rate.	Payable.	When Payable.
National Securities, Oct. 1, 1868.									
Loan of Jan. 28, 1847.....registered	matured.	6	Jan. & July.	1867	Massachusetts—State Almshouse Loan.....	100,000	5	May & Nov.	1872
Loan of March 31, 1848.....registered	"	6	"	1868	—S. Almsh. and State H. Loan.....	275,000	5	April & Oct.	73-74
Texas Indemnity, of Sep. 9, 1850.....coupon	256,000	6	presentation.	Due.	—Back Bay Land Loan.....	220,000	5	May & Nov.	1882
Loan of June 14, 1855.....registered	20,000,000	5	Jan. & July.	1874	—Lun. Hosp. (W. Mass.).....	150,000	5	April & Oct.	1868
Loan of June 22, 1850.....coupon	7,022,000	5	"	1874	—Funding Loan.....	75,000	5	June & Dec.	1868
Loan of Feb. 3, 1861.....registered	18,415,000	6	"	1871	—Lun. Hosp. and State Prison.....	172,000	5	"	70-72
Oregon War Bonds of March 3, 1861.....coupon	1,016,000	6	"	1871	—Lun. Hosp. (W. Mass.).....	94,000	5	Jan. & July.	1874
Loan of July 17, 1861.....registered	264,246,300	5	July.	1881	—Union Fund Loan.....	50,000	5	June & Dec.	1877
Loan of Feb. 25, 1862 (5-20s).....registered	"	5	Jan. & July.	1881	—Coast Defense Loan.....	600,000	5	Jan. & July.	77-78
Loan of March 2, 1864 (5-20s).....coupon	"	5	May & Nov.	1882	—Bounty Fund Loan.....	888,000	5	"	1883
Loan of March 2, 1864 (5-20s).....registered	"	5	May & Nov.	1884	—Union Fund Loan.....	200,000	5	"	1893
Loan of March 2, 1865 (5-20s).....coupon	"	5	May & Nov.	1885	—Two Million Loan.....	4,379,500	5	May & Nov.	1894
Loan of March 2, 1865 (5-20s).....registered	"	5	Jan. & July.	1885	—War Loan (currency).....	3,996,000	5	"	1894
Loan of March 2, 1865 (5-20s).....coupon	"	5	"	1886	—Western R.R. Loan (sterling).....	850,000	5	Jan. & July.	71-73
Loan of March 2, 1865 (5-20s).....registered	"	5	"	1887	—Eastern R.R. Loan.....	2,150,000	5	Mar. & Sept.	74-76
Loan of March 2, 1865 (5-20s).....coupon	"	5	"	1887	—Southern Vermont R.R.....	2,113,000	5	April & Oct.	71-73
Loan of March 2, 1865 (5-20s).....registered	"	5	Mar. & Sept.	1904	—Troy and Greenfield R.R. (stg.).....	4,319,520	5	Jan. & July.	68-71
Pacific R. R. Bonds.....(currency)	33,540,000	5	Jan. & July.	98-99	Michigan—Sault Canal Bonds.....	100,000	5	April & Oct.	1890
Greasy Notes (7-30s) June 30, '61: 2d series	matured.	7.5	June & Dec.	1868	—Renewal Bonds.....	216,000	5	"	91-93
Greasy Notes (7-30s) Mar. 3, '68: 2d series	12,181,244	7.5	Jan. & July.	1868	—Two Million Loan Bonds.....	1,750,000	5	"	78-83
Matured Debt not presented.....	20,235,400	5	presentation.	"	—War Loan Bonds.....	250,000	7	"	1888
Gold Certificates of Deposit.....	5,261,930	5	At maturity.	3 yrs	—Bounty Loan Bonds.....	1,111,500	7	May & Nov.	1890
Compound Interest Notes 1864 '65.....	356,021,671	5	"	"	—State Building Loan.....	483,000	7	Jan. & July.	1877
United States Notes (greenbacks).....	62,230,000	5	"	"	—Railroad Loan Bonds.....	100,000	7	"	1883
Three per cent. certificates.....	32,923,614	5	"	"	—State Bonds (Planters' Bank).....	2,275,000	6	"	71-71
Fractional currency.....	18,900,000	5	"	"	—Missouri—State Bonds.....	5,000,000	6	"	Var.
Navy Pension Fund.....	"	5	"	"	—Hannibal and St. Joseph R.R.....	622,000	6	Jan. & July.	62-83
State Securities, latest.									
Alabama—State Bonds.....coupon	168,000	5	May & Nov.	1872	—Pacific R.R.....	3,000,000	6	"	81-83
— " " (extended).....	1,941,000	5	"	1883	—Southwestern R.R.....	7,000,000	6	"	85-87
— " " (funded coup.).....	437,850	5	"	1887	—North Missouri R.R.....	4,500,000	6	"	82-87
— " " (sterling).....	648,000	5	Jan. & July.	1876	—Iron Mountain R.R.....	3,500,000	6	"	83-83
— " " ".....	658,000	5	"	1876	—Cairo and Fulton R.R.....	650,000	6	"	85-87
Arkansas—Bank Loan (real estate).....coupon	899,000	5	April & Oct.	1861	—Plate County R.R.....	700,000	6	"	1897
— " (State Bank).....	610,000	5	Jan. & July.	1868	New Hampshire—War Loan of July 1, 1861.....	1,194,100	5	Jan. & July.	67-73
California—Civil Bonds of 1867.....coupon	3,727,500	7	Jan. & July.	1877	— " " " Sept. 1, 1861.....	600,000	5	May & Nov.	74-80
— " " ".....	198,500	7	"	1880	— " " " Oct. 1, 1861.....	600,000	5	April & Oct.	67-74
— " " ".....	1,545,500	7	"	1880	— " " " July 1, 1861.....	500,000	5	Jan. & July.	1869
Connecticut—W. R. Bonds of May, 1861.....	2,000,000	6	Jan. & July.	71-81	New Jersey—War Loan of 1861 (free).....	1,798,800	5	Jan. & July.	67-84
— " " " Oct. 1861.....	2,000,000	6	"	72-82	— " " " 1863 (").....	1,002,900	5	"	78-96
— " " " Nov. 1863.....	2,000,000	6	"	1883	— " " " 1864.....	793,400	5	"	79-92
— " " " May, 1864.....	2,000,000	6	April & Oct.	74-84	New York—General Fund Bonds.....	700,000	7	J. A. J. & O.	1870
— " " " May, 1865 (free).....	2,000,000	6	"	1885	—Bounty Fund Bonds.....coupon	2,559,000	7	Jan. & July.	1877
Florida—State Bonds.....coupon	370,617	7	Jan. & July.	var.	— " " " registered.....	27,728,500	7	"	1877
Georgia—State Bonds (Railroad).....coupon	276,000	7	various.	72-74	— " " ".....	1,149,780	6	"	pleas.
— " " (Act Mar. 12, '66).....	3,030,000	7	Jan. & July.	1880	— " " ".....	500,000	6	"	1868
— " " (Railroad).....	1,569,000	6	Feb. & Aug.	78-80	— " " ".....	800,000	6	"	1878
— " " (Railroad).....	734,000	6	Mar. & Sept.	1869	— " " ".....	3,050,000	6	J. A. J. & O.	1871
— " " (sterling).....	72,000	6	Jan. & July.	1870	— " " ".....	6,000,000	6	"	1873
Illinois—Ill. and Mich. Canal.....coupon	1,157,225	6	"	1870	— " " ".....	2,250,000	6	"	1874
— " " ".....	1,229,647	6	"	1870	— " " ".....	1,400,000	6	"	75-77
— " " ".....	945,910	6	"	70-70	— " " ".....	909,607	5	Jan. & July.	pleas.
— " " ".....	439,253	6	"	77-79	— " " ".....	442,500	5	May & Nov.	1868
— " " ".....	945,200	6	"	1879	— " " ".....	800,000	5	Jan. & July.	1876
Indiana—State Bonds.....coupon	1,191,922	24	Jan. & July.	1866	— " " ".....	800,000	5	"	1878
— " " ".....	8,829,836	6	"	1866	— " " ".....	1,168,000	5	J. A. J. & O.	1871
— " " ".....	309,000	6	May & Nov.	1866	— " " ".....	167,000	5	"	1874
Iowa—State Bonds.....coupon	180,000	7	Jan. & July.	1868	— " " ".....	4,600,000	5	"	76-78
— " " ".....	300,000	7	"	1861	— " " ".....	366,000	5	Various.	69-78
Kansas—State Bonds.....coupon	99,845	6	Jan. & July.	76-81	— " " ".....	8,334,000	5	Jan. & July.	81-90
— " " ".....	605,000	6	"	76-81	— " " ".....	650,000	5	April & Oct.	90-91
Kentucky—State Bonds.....coupon	901,000	6	Jan. & July.	68-71	— " " ".....	3,500,000	5	Jan. & July.	1900
— " " ".....	1,421,000	6	April & Oct.	70-71	— " " ".....	280,566	5	Jan. & July.	1868
— " " ".....	415,000	6	May & Nov.	1870	— " " ".....	2,185,532	5	"	1870
— " " ".....	255,000	6	April & Oct.	67-73	— " " ".....	1,800,000	5	"	1876
— " " ".....	616,000	6	various.	80-95	— " " ".....	4,065,309	5	"	1881
Louisiana—State Bonds (Banks).....coupon	4,832,983	6	Feb. & Aug.	68-88	— " " ".....	2,400,000	5	"	1886
— " " (Railroads).....	2,925,000	6	various.	69-99	Oregon—State Bonds (Relief and Bounty).....	218,674	7	Jan. & July.	1876
— " " (Schools, &c.).....	665,000	6	Jan. & July.	1897	Pennsylvania—State Bonds.....coupon	4,995,000	5	Various.	77-82
— " " (Levee).....	1,000,000	6	various.	1897	— " " " registered.....	5,085,052	5	"	62-70
— " " (New).....	892,800	6	"	99-87	— " " ".....	400,000	5	April & Oct.	1879
Maine—Mass. Land Debt of '83.....	150,000	6	October.	67-72	— " " ".....	92,550	5	Jan. & July.	1877
— " " ".....	174,000	6	Mar. & Sept.	67-74	— " " ".....	99,480	5	"	1882
— " " ".....	171,000	6	various.	75-78	— " " ".....	720,983	5	"	1892
— " " ".....	800,000	6	"	1871	— " " ".....	4,907,150	5	"	1877
— " " ".....	825,000	6	Mar. & Sept.	1883	— " " ".....	7,909,520	5	"	1882
— " " ".....	415,000	6	Feb. & Aug.	1880	— " " ".....	9,270,017	5	"	1892
— " " ".....	2,832,500	6	June & Dec.	1889	— " " ".....	3,000,000	5	Feb. & Aug.	1871
Maryland—State Bonds (Balt. & Susq. R.R.).....	615,000	3	J. A. J. & O.	1890	Rhode Island—State War Bonds of 1861.....	465,500	5	April & Oct.	1871
— " " ".....	1,017,022	5	"	1895	— " " ".....	1,166,000	5	Mar. & Sept.	1882
— " " ".....	1,405,507	5	"	1890	— " " ".....	775,000	5	April & Oct.	1883
— " " ".....	120,000	5	"	1889	— " " ".....	917,000	5	Jan. & July.	1893
— " " ".....	159,974	5	"	89-90	— " " ".....	798,838	5	Feb. & Aug.	1894
— " " ".....	3,271,359	5	"	1890	South Carolina—Free Loan Bonds.....	3,275,000	5	J. A. J. & O.	68-70
— " " ".....	8,285,616	5	"	1890	— " " ".....	1,210,303	5	Jan. & July.	71-90
— " " ".....	2,092,700	5	"	1890	— " " ".....	1,945,450	5	"	1887
— " " ".....	601,000	5	"	1890	— " " ".....	335,187	5	April & Oct.	1868
— " " ".....	30,000	5	"	1890	— " " ".....	1,700,000	5	"	Var.
— " " ".....	429,888	5	"	1890	— " " ".....	14,605,000	5	Jan. & July.	80 yrs.
Massachusetts—Funding Loan.....	15,000	5	June & Dec.	1868	— " " ".....	2,307,000	5	"	Var.
— " " ".....	150,000	5	Jan. & July.	1870	— " " ".....	6,000,000	5	"	1882
— " " ".....	17,000	5	June & Dec.	1872	— " " ".....	1,567,500	5	June & Dec.	71-78
					Virginia—State Bonds (sterling).....	1,565,000	5	Jan. & July.	long.
					— " " ".....	465,250	5	"	long.
					— " " ".....	108,000	5	"	long.
					— " " ".....	21,463,368	5	"	long.
					— " " ".....	10,900,000	5	"	long.
					— " " ".....	1,379,500	5	"	1876
					— " " ".....	489,300	5	"	1886
					— " " ".....	39,600	5	"	1890
					Wisconsin—State Bond.....	405,100	5	Jan. & July.	77-79

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	100
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
2d Mortgage.....	550,000	7	" " "	" " "	1887	....	Cape May and Millville:						
Land Mortgage.....	300,000	7	April & Oct.	" " "	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
3d Mortgage.....	304,101	7	Jan. & July.	" " "	1878	....	Catawissa:						
Interest Coupon							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan	1,000,000	6	May & Nov.	" " "	1895	....	1st Mort. (W. to Minn. L. 20 m.)	1,407,000	7	Jan. & July.	" " "	1887	....
2d Mortgage for \$2,000,000	639,000	7	April & Oct.	" " "	1885	....	Cedar Rapids and Missouri River:						
Allegheny Valley:							1st Mortgage.....	—	—	— & —	New York.	1887	83
1st Mortgage.....	—	7	April & Oct.	Pittsburg.	1891	....	Central Branch Union Pacific:						
1st Mortgage (Extension).....	—	7	" " "	" " "	18—	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
Androscoggin:							2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" " "	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	Central of Georgia:						
Ashuelot:							1st Mortgage.....	750,000	7	March & Sept.	Savannah.	1875	92
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	102
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	" " "	1875	105
1st Mortgage (Pennsylvania).....	2,151,500	7*	" " "	" " "	1877	....	Central Ohio:						
1st Mortgage (Ohio).....	3,740,900	7*	" " "	New York.	1876	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....	Central Pacific of California:						
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	" " "	1884	....	1st Mortgage (on 725 m.) free.....	15,400,000	6*	Jan. & July.	New York.	1896	103
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	" " "	1884	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	" " "	" " "	1885	111
2d Mortgage (New York).....	761,000	7*	April & Oct.	New York.	1881	....	Convertible bonds.....	1,500,000	7*	" " "	" " "	1883	111
2d Mortgage (Pennsylvania).....	757,500	7*	" " "	London.	1882	....	National Loan.....	15,400,000	6	" " "	" " "	1895	....
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	" " "	1883	....	Charleston and Savannah:						
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	" " "	1895	....	1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
Atlantic and Gulf:							Charlotte and South Carolina:						
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	" " "	New York.	18—	....	Cheraw and Darlington:						
1st Mort. (A. & G. R. R. No. 7)	500,000	7	" " "	" " "	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
1st Mortgage (Bainbridge Ext.)	500,000	7	" " "	" " "	18—	....	2d Mortgage.....	75,000	7	— & —	" " "	1868	....
Consol. Mort. (\$2,000,000) free.....	—	7	Jan. & July.	" " "	1897	....	Cheshire:						
Atlantic and St. Lawrence:							Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	93
Portland City Loan (sfg fund) .	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Chester Valley:						
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Sterling Loan	484,600	6	May & Nov.	London.	1878	....	Chicago and Alton:						
Baltimore and Ohio:							1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage.....	2,400,000	7	Jan. & July.	" " "	1893	....
Loan of 1855.....	894,250	6	Jan. & July.	" " "	1875	95	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	" " "	1883	....
Loan of 1850.....	902,000	6	" " "	" " "	1880	....	Chicago, Burlington and Quincy:						
Loan of 1853.....	1,744,500	6	April & Oct.	" " "	1885	94	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	112
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	" " "	1890	....	Trust Mortgage, convertible.....	150,000	8	" " "	" " "	1883	....
Northwestern Va. R. R. 2d Mort.	483,000	6	" " "	" " "	1873	....	2d Mortgage.....	941,000	7	July.	Frankfort.	1890	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" " "	" " "	1885	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Bay de Noquet and Marquette:							Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
Belleville:							Chicago and Great Eastern:						
1st Mortgage (B. and Ind. R.R.)..	1,225,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage.....	—	—	— & —	New York.	1881	....
2d Mortgage.....	483,000	7	" " "	" " "	1870	....	1st Mortgage (convertible).....	5,000,000	7	April & Oct.	New York.	1895	78
Belleville and Snow Shoe:							Chicago, Iowa and Nebraska:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
Belvidere Delaware:							Chicago and Milwaukee (45 m.):						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....	1st Mortgage (C. and N. W.).....	1,726,200	7	May & Nov.	New York.	1874	9
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84	3d Mortgage (" "						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	...	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	104 1/2
2d Mortgage.....	1,000,000	7	" " "	" " "	1881	...	2d Mortgage.....	4,000,000	7	March & Sept.	" " "	1879	102
3d Mortgage.....	1,000,000	7	April & Oct.	" " "	1888	...	3d Mortgage.....	6,000,000	7	" " "	" " "	1883	94 1/2
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" " "	1880	88
1st Mort. (June R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	926,500	7	June & Dec.	" " "	1888	82
1st Mort. (June R. R. 2d Div.)	126,000	7	June & Dec.	" " "	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" " "	1891	82
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" " "	1886	...	Sterling Loan £800,000.....	3,875,520	7	March & Sept.	London.	1875	...
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" " "	1885	100 1/2	Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	...	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" " "	1875	...
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.	...	7	April & Oct.	New York.	1908	70 1/2	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1860	...
Columbus and Indiana Central:							2d Mortgage of 1854.....	740,000	7	May & Nov.	" " "	1869	...
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81	Rockville Extension 1st Mort.:	150,000	7	Feb. & Aug.	" " "	1881	...
2d Mortgage.....	816,000	7	" " "	" " "	18—	...	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" " "	" " "	18—	...	1st Mortgage.....	200,000	7	" " "	Providence.	18—	...
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	1st Mortgage, guaranteed.....	100,000	6	" " "	Princeton.	18—	...
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$900,000.....	573,800	6	June & Dec.	Boston.	1876	...	1st Mortgage.....	815,000	7	" " "	New York.	18—	...
Notes.....	300,000	7	" " "	" " "	1876	...	Galena and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	101
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	96 1/2	2d Mortgage.....	1,029,000	7	May & Nov.	" " "	1875	...
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	" " "	1884	...
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	...	Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	...
Bonds of Nov., 1852.....	397,000	6	Jan. & July.	New York.	1869	...	Grand Trunk (Ca.):						
Bonds of Feb., 1854.....	89,000	6	Feb. & Aug.	" " "	1869	...	1st Preference Bonds.....	12,573,861	5 1/2	Jan. & July.	London.	18—	...
Bonds of July, 1867.....	93,000	6	" " "	" " "	1877	...	2d Preference Bonds.....	7,355,986	5 1/2	" " "	" " "	18—	...
Cumberland and Pennsylvania:							3d Preference Stock.....	3,414,094	4 1/2	" " "	" " "	18—	...
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	...	4th Preference Stock.....	25,592,860	4 1/2	" " "	" " "	18—	...
Cumberland Valley:							Equipment Bonds.....	2,433,333	6 1/2	April & Oct.	" " "	18—	...
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" " "	18—	...
2d Mortgage.....	109,500	8	" " "	" " "	1904	...	Great Western of Canada:						
Company's Bonds.....	85,300	6	" " "	Harrisburg.	18—	...	Government Loan £373,688.....	2,782,387	6 1/2	" " "	Ottawa.	...	...
Danbury and Norwalk:							Mortgage Bonds £616,200.....	2,983,720	6 1/2	" " "	London.	73-76	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	170-80	...	Mortgage Bonds £547,000.....	2,682,950	6 1/2	" " "	" " "	77-78	...
Dayton and Michigan:							Stock Debentures £46,700.....	226,500	5 1/2	" " "	" " "	irred.	...
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	...	Great Western of Illinois:						
2d Mortgage.....	2,589,000	7	" " "	" " "	1881	...	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	...
3d Mortgage.....	642,000	7	March & Sept.	" " "	1884	...	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" " "	1888	...
Toledo Depot Bonds.....	169,500	7	" " "	" " "	81-94	...	1st Mortgage (General).....	2,500,000	7	" " "	" " "	1888	90
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1893	79 1/2
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	Greenville and Columbia:						
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	...	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Income Bonds.....	251,000	6	" " "	" " "	79 aft	...	1st Mortgage.....	1,000,000	7	" " "	New York.	18—	...
Dayton and Western:							Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	91 1/2
2d Mortgage.....	463,000	6	June & Dec.	" " "	...	...	State Loan of 1855.....	1,500,000	6	" " "	" " "	1885	...
Delaware:							Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" " "	1888	...
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" " "	1888	...
Guaranteed Bonds.....	100,000	6	" " "	" " "	1875	...	Six year bonds of 1865.....	1,000,000	10	" " "	" " "	1872	...
State Loan.....	170,000	6	" " "	" " "	1876	...	Harrisburg and Lancaster:						
Delaware, Lackawanna & Western:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	...
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	Hartford and New Haven:						
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" " "	1875	98 1/2	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	90
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" " "	1881	96 1/2	Hartford, Providence and Fishkill:						
Des Moines Valley:							1st Mort. (R. Island 26.32 m.)...	451,000	7	Jan. & July.	Hartford.	1876	...
1st Mortgage (on 184 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" " "	" " "	1876	...
Income Bonds.....	462,000	7	Jan. & July.	" " "	1884	...	Hempfield:						
Detroit and Milwaukee:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	...
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	Housatonic:						
2d Mortgage.....	1,000,000	8	" " "	" " "	1884	...	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	...
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" " "	1875	...	2d Mortgage.....	96,000	7	" " "	" " "	1885	...
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" " "	1875	...	Houston and Texas Central:						
Bonds of June 30, 1866, (cond.)	1,537,789	7	" " "	" " "	1886	...	Texas State Loan, sinking fund.	432,000	6	Aprn & Oct.	New York.	67 '60	...
Detroit, Mon. & Tol. (M.S. & N.I.)							1st Mortgage.....	1,360,000	7	Jan. & July.	" " "	1866	...
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	...	Land Mort. S. F. (\$20,000 p. m.)	...	6	" " "	" " "	1891	...
Detroit and Pontiac (Detr. & Mil.)							Hudson River:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	...	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	...
2d Mortgage.....	250,000	8	Feb. & Aug.	" " "	1886	...	1st Mortgage.....	1,954,000	7	" " "	" " "	1869	105 1/2
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	" " "	" " "	1870	...
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" " "	1885	104 1/2
1st Mortgage (construction).....	690,000	7	" " "	" " "	1884	...	3d Mortgage.....	183,000	7	May & Nov.	" " "	1875	...
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1884	...	Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	...
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	2d Mortgage.....	367,500	7	Feb. & Aug.	" " "	1875	...
2d Mortgage, ordinary.....	450,000	7	" " "	" " "	1895	...	Consol. Mortgage.....	723,245	7	April & Oct.	" " "	1895	...
East Brandywine & Waynesboro:							Illinois Central:						
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	...	Construction.....	5,090,500	7	April & Oct.	New York.	1875	116 1/2
Eastern:							Construction.....	2,498,000	6	" " "	" " "	1875	...
State Loan (1st Lien).....	350,000	6	J. A. J. & O.	Boston.	68-72	...	Redemption.....	2,563,000	6	" " "	" " "	1890	...
2d Mortgage, (convert. sterling)...	420,000	6 1/2	Jan. & July.	London.	1872	...	Redemption, sterling.....	363,000	6 1/2	" " "	London.	1875	...
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad)...	214,400	6	Jan. & July.	" " "	1876	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	...
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund....	574,900	7	April & Oct.	Philadelphia.	1888	...	1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	...
Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	...
Tennessee Loan (1866).....	449,830	6	" " "	" " "	1898	...	Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	" " "	" " "	18—	...	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	...
Mortgage (new).....	124,900	7	" " "	" " "	18—	...	Jeffersonville (J. M. & L.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	...
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	2d Mortgage.....	...	7	April & Oct.	" " "	1873	...
Tennessee Loan (1866).....	600,000	6	" " "	" " "	1898	...	Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" " "	" " "	18—	...	1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	...
Edgfield and Kentucky:							Louisville Loan (endorsement)...	150,000	6	" " "	" " "	1882	...
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	...	Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F..	500,000	8	Jan. & July.	New York.	1874	...
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1890	93 1/2	Joliet and Northern Indiana:						
Plain Bonds.....	570,000	5	April & Oct.	" " "	1872	61	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	...
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., £411,000.....	...	6 1/2	Jan. & July.	London.	18—	...	1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	...

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	&	New York.	1872	...	1st Mortgage	\$600,000	7	April & Oct.	New York.	1876	...
2d Mortgage (do.)	844,000	7	&	"	1882	...	2d Mortgage for \$1,300,000	850,000	8	Jan. & July.	"	1870	...
3d Mortgage (do.)	236,000	7	&	"	1885	...	Tennessee State Loan	317,900	6	"	"	1892	...
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	...	1st Mortgage Bonds	\$250,000	6	&	...	18—	...
Income	100,000	7	"	"	1887	...	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882	...
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	...	1st Mortgage, Sterling	1,689,800	6	Jan. & July.	Mobile.	1882	52
Knoxville and Kentucky:							Tennessee Loans	388,900	8	May & Nov.	New York.	1891	...
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	...	Income of '61, '62, '65 and '87	556,421	8	"	Mobile.	1897	19
Tenn. State Loan (new)	800,000	6	"	"	1898	...	Liquidation (10 year) bonds	697,900	8	"	New York.	1876	...
Lackawanna and Bloomsburg:							Interest bonds	129,000	8	"	Mobile.	1882	34
1st Mortgage		7	Jan. & July.	New York.	1875	...	Montgomery and Eufala:						
1st Mortgage (Extension)		7	March & Sept.	Philadelphia.	1885	...	1st Mortgage, endorsed by Ala.	306,900	8	March & Sept.	New York.	1886	...
2d Mortgage		7	April & Oct.	"	1880	...	Montgomery and West Point:						
2d Mortgage (Extension)		7	May & Nov.	"	1890	...	Income Bonds	100,000	8	Jan. & July.	New York.	1870	...
Lake Erie and Louisville:							Income Bonds	306,900	8	"	"	1876	...
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1893	...	Mortgage Bonds	719,500	8	"	"	1881	82
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	...	1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
Lexington and Frankfort:							2d Mortgage	3,000,000	7	Feb. & Aug.	"	1891	60
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	...	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	...
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	...	Tenn. State Loan	150,000	6	"	"	18—	...
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	96	Tenn. Coupons Funded	426,270	6	"	"	18—	...
Little Miami:							Nashville and Decatur:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	...	Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88-'93	...
Cincinnati Loan	100,000	6	"	Cincinnati.	1880	...	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	...
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	...	Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	...
Long Island:							2d Mortgage	792,050	6	"	"	'71-'88	...
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	...	Naugatuck:						
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	...	1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	...
Glen Cove Branch	150,000	6	May & Nov.	"	1893	...	Newark and New York:						
Louisville, Cincin. and Lexington:							1st Mortgage	600,000	...	&	New York.	18—	...
1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July.	New York.	1897	...	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	...
1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	...	New Brunswick and Canada:						
Louisville Loan	100,000	6	"	"	1881	...	1st Mortgage, Sterling	1,100,000	6*	May & Nov.	London.	1867	...
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69-'77	...	1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.	1882	...
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	'78-'75	...	2d Mortgage for \$100,000	30,200	7	March & Sept.	"	1877	...
1st Mortgage, Bardonia Branch	30,000	7	&	"	18—	...	New Haven and Northampton:						
1st Mort. Lebanon Br. and Ext.	600,000	7	&	"	18—	...	1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	...
Louisville Loan, Main Stem	849,000	6	April & Oct.	"	'86-'87	...	1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	...
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	"	1886	...	New Jersey:						
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893	...	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73-'87	...
Consolid. It mort. for \$8,000,000		7	"	"	1898	...	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage	60,000	7	Jan. & July.	New London.	1875	...
1st Mort., New Albany & Salem	2,235,000	6	&	New York.	18—	...	1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	...
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia	100,000	7	Jan. & July.	[New York.	1887	...	1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000	1,019,000	8	"	"	1890	70
Tenn. State Loan	772,000	6	Jan. & July.	New York.	...	...	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	...	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	"	1887	...
Maine Central:							New York Central:						
\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'01	...	Premium Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	95
\$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	...	Funding Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876	102
Bangor City Loan	680,000	6	April & Oct.	"	1874	...	Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	"	1883	...
1st Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...	Bonds for railroad stocks	594,000	6	"	"	1883	...
Marietta and Cincinnati:							Bonds for real estate	165,000	6	"	"	1883	...
1st Mortgage	2,363,385	7	Feb. & Aug.	Baltimore.	1892	91	Bonds and mortgages	176,865	7	various.	"	var.	...
1st Mortgage, Sterling	1,000,000	7*	"	[London.]	1892	...	Convertible bonds	453,000	7	Feb. & Aug.	"	1876	...
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	77	Renewal bonds of 1868	2,900,000	6	June & Dec.	"	1887	94
Scioto and Hoeking Valley	300,000	7	"	"	1896	...	New York and Flushing:						
Memphis and Charleston:							1st Mortgage	125,000	7	&	New York.	18—	...
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	...	New York and Harlem:						
1st Mortgage, Convertible	1,293,000	7	May & Nov.	"	1885	85	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	76	3d Mortgage of 1858	93,500	7	Jan. & July.	"	1863	...
Memphis, Clarksville & Louisv.							Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"	1893	...
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	...	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
Tenn. State, ex. endorsements	445,000	6	Jan. & July.	New York.	1890	...	New York, Providence & Boston:						
Mortgage (road and land)	600,000	8	May & Nov.	"	1890	...	1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73-'78	...
Michigan Central:							Improvement Bonds	100,000	7	Jan. & July.	"	1881	...
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	...	Extension Bonds	250,000	6	May & Nov.	"	1883	...
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	...	Norfolk and Petersburg:						
1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	115	1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'70	72
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	...	1st Mortgage	328,600	8	"	"	'65-'70	80
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	115	2d Mortgage for \$300,000	6,000	8	"	Norfolk.	1869	...
Michigan Southern & North. Ind.							North Eastern:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	101	1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage	2,693,000	7	"	"	1877	94	2d Mortgage for \$300,000	145,000	7	"	"	1868	...
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	"	1868	...	Interest Certificates	228,086	7	Jan. & July.	"	1875	...
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	...	North Missouri:						
Mifflin and Centre County:							1st Mortgage for \$6,000,000	3,000,000	7	Jan. & July.	New York.	1898	53
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	...	North Pennsylvania:						
Milwaukee & Chicago (40 miles):							1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	91
2d Mortgage (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	...	Chattel Mortgage	377,365	10	April & Oct.	"	1887	...
3d Mortgage (C. & N. W. R. W.)	10,500	7	June & Dec.	"	1893	...	2d Mortgage	274,500	7	&	"	18—	92
Milwaukee and Prairie du Chien:							North Shore, S. L.:						
1st Mortgage	300,500	7	Jan. & July.	New York.	1891	...	1st Mortgage	110,200	7	&	New York.	18—	...
Milwaukee and St. Paul:							Northern Central:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95	1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	...
2d Mortgage	1,476,000	7	April & Oct.	"	1884	90	2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
1st Mortgage (P. du C.)	3,582,000	8	"	"	18—	103	3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85
2d Mortgage (P. du C.)	739,000	7.3	"	"	18—	97	Northern New Hampshire:						
1st Mortgage (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	18—	99	Company Bonds	145,000	6	April & Oct.	Boston.	1874	...
Minnes. Valley:							Northern New Jersey:						
1st Mortgage \$6,000 per mile	100,000	7	Jan. & July.	New York.	1896	...	1st Mortgage	300,000	7	Jan. & July.	New York.	18—	...
Miss. Appl. Central:							North Western Virginia:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	65	1st Mortgage	493,000	6	Jan. & July.	Baltimore.	18—	97
2d Mortgage	1,517,000	8	Feb. & Aug.	"	18—	40	2d Mortgage (B. & O. R. R. Co.)	200,000	6	"	"	1873	92
Tenn. State Loan	1,078,980	6	Jan. & July.	"	1896	...	3d Mortgage (B. & O. R. R. Co.)	200,000	6	"	"	1896	...

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102½	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, R. Div.....	2,050,000	7	Jan. & July.	New York.	1872	95½	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$4,000,000	.....	7	Jan. & July.	"	1898	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	180,000	6	April & Oct.	Boston.	'67-'69	90½	Rensselaer and Saratoga:						
Company Bonds.....	223,000	6	Various.	"	'77-'84	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	2,467,000	6	"	"	'75-'76	90½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	72
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Virginia State Loan of '58 & '69	249,962	7	"	"	'92-'93	....	4th Mortgage.....	504,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Richmond and Fort Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....	.....	7	"	New York.	18—	....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
Pacific of Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years) ..	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Richmond and Petersburg:						
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	95½	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rockford, R. Island & St. Louis:						
1st Mortgage, Sterling.....	346,000	7*	Feb. & Aug.	"	1875	....	1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	Rome, Watertown & Ogdensb.:						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund.....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	2d Mort. (Watertown & Rome).	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101	1st Mort. (Potsdam & Watert.)..	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. { " " }	2,597,000	6	April & Oct.	"	1875	95½	Rutland and Burlington:						
2d M. stg. { " " }	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	152
General Mortgage.....	59,000	6	"	Philadelphia.	18—	....	2d Mortgage.....	937,500	7	"	"	1863	....
State lien on whole property..	6,375,734	5	April & Oct.	Harrisburg.	1870	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Debentures.....	3,400,000	6	"	Philadelphia.	18—	....	Sacramento Valley:						
Pensacola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E).	1,700,000	7	"	"	1894	84
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000 ..	.....	7	Feb. & Aug.	New York.	1892	85
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98½	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	....
1st Mortgage (General).....	5,000,000	6	"	"	1881	89½	Equipment Bonds, free.....	.....	10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	80	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Norist.:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	2,656,000	6	April & Oct.	Philadelphia.	1870	105½	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	100,000	6	Jan. & July.	"	1871	....	General Mort. stg. for \$780,000	.....	7*	Jan. & July.	London.	18—	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	92	General Mort., dol. for \$7,000,000	.....	7	"	New York.	18—	....
Bonds of 1857, convertible.....	171,000	6	"	"	1886	....	Salem:						
Bonds of 1836, Sterling.....	182,400	5*	"	"	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	103	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy) ..	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	....
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	143,000	7	"	"	18—	....
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	90	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	415,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuykill Navigation:						
1st Mort. (Turtle Creek Div.) ..	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105½	Schuykill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	3d Mortgage.....	71,000	7	"	"	1870
1st Mortgage (Series F).....	87												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							West Chester and Philadelphia:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1890		1st Mortgage, convertible...	400,000	7	Jan. & July.	Philadelphia.	1873	
South Carolina:							2d Mortgage, registered...	502,000	8	April & Oct.	"	1876	
Sterling Bonds \$452,912...	2,612,944	5*	Jan. & July.	London.	'71-'85		West Jersey:						
Sterling Bonds \$259,031...	262,366	5*	"	Charleston.	'71-'85		Loan of 1861 for \$1,000,000...	238,000	6	March & Sept.	Philadelphia.	1883	93 1/2
Domestic Bonds...	617,167	6	various.	"	'68-'74		Loan of 1865 for \$1,000,000...	780,000	6	Jan. & July.	"	1896	
Domestic Bonds...	595,506	7	"	"	'68-'72		Western (Boston and Albany):						
Domestic Bonds...	280,000	7	April & Oct.	"	'88-'91		Sterling Loans, \$289,900...	4,319,520	5*	April & Oct.	London.	'68-'71	
South Shore:							Dollar Bonds...	936,500	6	"	Boston.	1875	98 1/2
1st Mortgage...	150,000	6	Jan. & July.	Boston.	18—		Western Maryland:						
South Side, Va.:							1st Mortgage...	400,000	6	Jan. & July.	Baltimore.	1890	
Virginia State Loan...	800,000	6	Jan. & July.	New York.	1887		1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	
2d Mort., guar. by Petersburg...	300,000	6	"	Petersburg.	'70-'75		2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1890	
3d Mort. (for City Point R. R.)...	175,000	6	"	"	'65-'68		2d M. for \$300,000, end. by W. Co.	150,000	6	"	"	1890	
4th Mortgage...	314,900	6	"	"	'70-'72		Western Pennsylvania:						
5th Mortgage...	119,000	8	"	"	'63-'69		1st Mortgage, guaranteed...	1,283,600	6	April & Oct.	Philadelphia.	18—	80
South Side, L. I.:							Western Union:						
1st Mortgage...	750,000	7	March & Sept.	New York.	1887		1st Mortgage for \$5,000,000...	4,000,000	7	Feb. & Aug.	New York.	1890	
South Western:							Wills Valley:						
1st Mortgage...	437,000	8	various.	Macon.	'75-'85		1st M. for \$1,000,000 end. by Ala.		7	— & —	"	18—	
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871		N. Car. State Loan...	2,320,000	6	Jan. & July.	New York.	'90-'02	
Southern Minnesota:							1st Mortgage guar. by State...		8	"	"	1897	
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885		Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage...	596,000	7	June & Dec.	New York.	1866	
1st Mortgage...	150,000	7	Jan. & July.	New York.	1871		2d Mortgage...	200,000	7	May & Nov.	"	1873	
Staten Island:							Income Bonds...	160,000	7	March & Sept.	Wilmington.	1864	
1st Mortgage...	200,000	7	Jan. & July.	New York.	1886		Bonds secured by W. & W. stg.	75,000	7	Jan. & July.	"	1862	
Steuersville and Indiana:							Consol. Mortgage for \$2,000,000...		7	May & Nov.	New York.	'92-'02	
1st Mortgage...	1,500,000	7	Jan. & July.	Philadelphia.	1870		Wilmington and Weldon:						
Sullivan:							1st Mortgage, Sterling...	676,888	6*	Jan. & July.	London.	1881	
1st Mortgage...	500,000	6	Jan. & July.	Boston.	1875		2d Mortgage, Sterling...	197,777	7*	"	"	1886	91 1/2
2d Mortgage...	250,000	6	Feb. & Aug.	"	1880		Sinking Fund Mortgage...	508,000	7	April & Oct.	New York.	1896	
Syracuse, Binghamton and N. Y.:							Winchester and Alabama:						
1st Mortgage...	1,721,514	7	April & Oct.	New York.	1876		Tenn. State Loan...	1,098,250	6	Jan. & July.	New York.	'88-'96	
Tallahassee:							Winchester and Potomac:						
1st Mortgage...	206,000	7	Jan. & July.	New York.	18—		Stg. State Loan...	85,333	6	August.	Richmond.	1867	
Tioga:							Trust Bonds...	120,000	7	Jan. & July.	Baltimore.	1867	
1st Mortgage...	250,500	7	May & Nov.	Philadelphia.	1872		Winona and St. Peter:						
Toledo, Logansport & Burlington:							1st Mortgage (G. & N. W.)...		7	Jan. & July.	New York.	18—	
1st Mortgage...	800,000	7	Feb. & Aug.	New York.	1884		Wrightsville, York & Gettysburg:						
Toledo, Peoria and Warsaw:							1st Mort. guar. by N. Central...	52,000	7	May & Nov.	Baltimore.	1867	
1st Mortgage (E. Div.)...	1,600,000	7	June & Dec.	New York.	1894	85 1/2	York and Cumberland (N. Cent.):						
1st Mortgage (W. Div.)...	1,800,000	7	Feb. & Aug.	"	1896	85	1st Mortgage...	175,000	6	May & Nov.	Baltimore.	1870	
Toledo, Wabash and Western:							2d Mortgage...	25,000	6	Jan. & July.	"	1871	
1st Mort. (To. & Ill. 75 m.)...	900,000	7	Feb. & Aug.	New York.	1890	91 1/2	3d Mortgage...	500,000	6	"	"	1877	
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	85	CANAL BONDS.						
2d Mort. (To. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	85	Chesapeake and Delaware:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	79 1/2	1st Mortgage...	2,254,000	7	Jan. & July.	Philadelphia.	1882	
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1888	79 1/2	Chesapeake and Ohio:						
S. F. B. (To. W. & W. 499 m.)	299,000	7	April & Oct.	"	1871	79	State (Md.) Loan...	2,000,000	6	J. A. J. & O.	Baltimore.	1870	
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	79	Sterling, guaranteed...	4,375,000	6*	"	London.	1890	
Troy and Boston:							Preferred Bonds...	1,699,500	6	Jan. & July.	Baltimore.	1886	
1st Mortgage...	300,000	7	Jan. & July.	New York.	1887		Delaware Division:						
2d Mortgage...	300,000	7	April & Oct.	"	1885		1st Mortgage...	800,000	6	Jan. & July.	Philadelphia.	1878	
3d Mortgage...	650,000	7	May & Nov.	"	1875		Delaware and Hudson:						
Convertible Bonds...	300,000	7	March & Sept.	Troy.	1882		1st Mortgage...	531,000	7	March & Sept.	New York.	1870	
Troy Union:							1st Mortgage (new)...	1,500,000	7	May & Nov.	"	1877	
1st Mortgage, guaranteed...	500,000	6	Jan. & July.	New York.	1873		Delaware and Raritan (See Cam						
2d Mortgage, guaranteed...	180,000	6	"	"	1877		den and						
Union and Logansport:							Erle of Pennsylvania:						
1st Mortgage...	1,834,000	7	June & Dec.	New York.	1905		1st Mortgage...	673,798	7	Jan. & July.	Philadelphia.	1865	
Union Pacific:							Interest Bonds...	161,960	7	"	"	18—	
1st Mortgage, free...	20,168,000	6*	Jan. & July.	New York.	1897-8	102	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)...	20,168,000	6	"	"	1897-8	102	Ill. State bonds, sterling, coupon...	767,222	6*	April & Oct.	London.	1870	
Union Pacific—Central Branch:							Ill. State bonds, sterling, reg...	500,967	6*	"	"	1870	
1st Mortgage...	1,600,000	6*	May & Nov.	New York.	1895		Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	
2d Mortgage (Gov. subsidy)...	1,600,000	6	Jan. & July.	"	1895		Ill. State b'ds, eur. coup. & reg.	35,400	6	Jan. & July.	"	1870	
Union Pacific—Eastern Division:							Lehigh Coal and Navigation:						
1st Mortgage...	6,400,000	6*	June & Dec.	New York.	1895	102	1st Loan...	394,162	6	J. A. J. & O.	Philadelphia.	1870	
2d Mortgage (Gov. subsidy)...	6,400,000	6	Jan. & July.	"	1895	102	2d Loan...	5,606,122	6	"	"	1884	84 1/2
Vermont Central:							3d Loan...	2,000,000	6	"	"	1897	
1st Mortgage...	3,000,000	7	June & Dec.	Philadelphia.	1896	79 1/2	Gold Loan...	5,000,000	6*	June & Dec.	"	1897	93 1/2
2d Mortgage...	1,500,000	7	Jan. & July.	Boston.	1867	103	Convertible Loan...	1,201,850	6	"	"	1877	73
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876		Monongahela Navigation:						
Vermont and Massachusetts:							1st Mortgage...	125,000	6	Jan. & July.	Pittsburg.	1887	
1st Mortgage...	550,000	6	Jan. & July.	Boston.	1883		2d Mortgage...	57,000	6	"	"	18—	
Vermont Valley:							Morris (and Banking):						
1st Mortgage...	386,000	7	April & Oct.	New York.	1860		1st Mortgage...	465,500	6	April & Oct.	Jersey City.	1876	
2d Mortgage...	114,000	6	"	Boston.	1860		2d Mortgage...	302,750	6	"	"	1876	
Vicksburg and Meridian:							Boat Loan...	232,087	6	"	"	1885	
Consol. Mortgage for \$3,500,000.	293,200	7	"	New York.	1869		North Branch:						
Virginia, Central:							1st Mortgage...	590,000	6	May & Nov.	Philadelphia.	1876	
State Loan...	210,000	6	Jan. & July.	New York.	1891		Schuylkill Navigation:						
1st Mortgage (guar. by State)...	100,000	6	"	N. Y. & Rich.	1880		1st Mortgage...	1,764,550	6*	March & Sept.	Philadelphia.	1872	86 1/2
2d Mortgage...	204,500	6	"	"	1872		2d Mortgage...	3,980,670	6	Jan. & July.	"	1882	71 1/2
3d Mortgage...	985,000	6	"	"	1884		Improvement Loan...	1,601,670	6	May & Nov.	"	1876	67
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78		Susquehanna and Tide Water:						
1st Mortgage...	494,000	6	Jan. & July.	New York.	1873	71 1/2	Md. State Loan, sterling...	1,000,000	6	Jan. & July.	London.	1885	
2d Mortgage...	23,500	6	"	"	1879		Coupon Bonds...	1,250,000	6	"	Baltimore.	1878	60
3d Mortgage...	998,000	6	"	"	1884		Preferred Interest Bonds...	325,000	6	"	"	1894	
Salt Works Branch Bonds...	9,500	6	"	"	1861		Union (Pa.):						
Income Bonds...	314,000	6	"	"	1866		1st Mortgage...	3,000,000	6	May & Nov.	Philadelphia.	1883	14 1/2
Funding Bonds...	866,000	8	"	"	18—		West Branch and Susquehanna:						
Warren:							1st Mortgage, sinking fund...	750,000	6	Jan. & July.	Philadelphia.	1878	
1st Mortgage, guaranteed...	511,400	7	Feb. & Aug.	New York.	1875		Wyoming Valley:						
Warren and Franklin:							1st Mortgage...	600,000	6	Jan. & July.	Philadelphia.	1878	
1st Mortgage...	1,937,000	7	— & —	Philadelphia.	18—		MISCELLANEOUS BONDS.						
Warwick Valley:							American Dock & Improvement:						
1st Mortgage...	85,000	7	April & Oct.	New York.	1890		Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	96
Western Alabama:							Consolidated (Md.) Coal:						
1st Mortgage, guar. for \$500,000.		7	— & —	New York.	18—		1st Mortgage, convertible...	629,000	7	Jan. & July.	New York.	1886	
West Wisconsin:							Pennsylvania Coal:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70	Mortgage Loans...	597,000	7	Feb. & Aug.	Philadelphia.	1891	
							Western Union Telegraph:						
							1st Mortgage, convertible...	4,857,000	7	May & Nov.	New York.	1875	
							Bonds of American Tel. Co...	84,800	7*	Jan. & July.	"	1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Years ending	Railroad			Rolling Stock			Companies.	Property and Assets.				Liabilities.				Operations.			Value of Shares.								
	Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Engines.	Pass.		Freight.	Cars.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.		Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P.C.
Sept. 30, 1897	25.0	137.0	M.	1	1	1	1	1	2,979,058	2,979,058	2,979,058	2,979,058	4,185,000	1,915,000	418,711	31,470	35.0	35.0	127,192	127,192	18,495	0.83,892	100	100	100	100	100
Sept. 30, 1897	114.0	8.0	M.	1	1	1	1	1	2,461,706	2,461,706	2,461,706	2,461,706	1,537,100	430,280	230,707	354,540	134.5	134.5	3,090,619	3,090,619	338,165	338,165	100	100	100	100	100
Sept. 30, 1897	114.0	8.0	M.	1	1	1	1	1	4,974,083	4,974,083	4,974,083	4,974,083	1,774,824	2,438,000	230,707	354,540	134.5	134.5	3,090,619	3,090,619	338,165	338,165	100	100	100	100	100
Oct. 31, 1897	132.0	12.0	M.	1	1	1	1	1	6,000,000	6,000,000	6,000,000	6,000,000	2,000,000	4,000,000	4,000,000	4,000,000	160.0	160.0	186,132	186,132	186,132	186,132	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,200,220	1,200,220	1,200,220	1,200,220	201,000	195,000	47,000	6,613	88.7	88.7	113,701	113,701	331,071	331,071	100	100	100	100	100
Nov. 30, 1897	83.7	5.0	M.	1	1	1	1	1	1,20																		

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil" and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "v."

Abstract of General Balance Sheet.

Years ending.		Main Line.		Branch Line.		Rolling Stock.		Railroad in progress.		Engines.		Pass.		Freight.		Companies.		Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		M.		M.		M.		M.		M.		M.		M.		M.				M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.	

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.																										
Years ending	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Abstract of General Balance Sheet.			Operations.			Earnings.			Value of Shares.			
	Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Engines.	Pass.		R. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P-c.
Dec. 31, 1867	91.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
July 31, 1867	103.1	102.9							3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	68.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	30.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Jan. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Nov. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Nov. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Sept. 30, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Oct. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	118,970	6,751	9	100	100	100
Dec. 31, 1867	13.0								3,802,337		255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002						

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. R.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length completed in single track.	In progress or projected.	Equipment.		Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	Cars.				Bonded Debt.	Floating Debt.	Gross.	Net.			
	m.	m.	No.	No.		\$	\$	\$	\$	\$	\$	\$		
MASSACHUSETTS.														
30 Nov. '87	3.53				Boston and Chelsea	110,000	119,000			8,800	7,398	6.8		8
30 Nov. '87	6.84				Broadway, Boston	402,468	325,000			187,427	29,460	9.5		58
30 Nov. '87	28.31		265	38	Cambridge	877,804	727,800	150,000		94		9.0		98
30 Nov. '87	3.99		48	8	Lowell (Horse)	68,908	55,830			1,686	27,268	5.588		
30 Nov. '87	12.50		198	82	Lynn and Boston	293,428	200,000	50,000	48,994	154,987	loss.			10
0 Nov. '87	3.60				Malden and Melrose	60,246	200,000	55,768		24,138	loss.			25
30 Nov. '87					Marginal Freight	91,543	94,200							
30 Nov. '87	3.08				Medford and Charlestown	36,600	21,000	8,000		23,442	2,240			50
30 Nov. '87	42.99		791	166	Metropolitan (Boston)	1,523,226	1,250,000		183,198	728,709	129,635	10		65
30 Nov. '87	7.21		254	42	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087			57
31 Nov. '87	3.23		23	7	Northampton & Will. amsh.	300,000	300,000		2,318	14,773	1,125			
30 Nov. '87	2.13		6	2	North Woburn street	27,242	17,300		13,500	368	loss.			
30 Nov. '87	1.45		55	9	Quincy	136,840	116,000	61,424	57,692	28,228	loss.			
30 Nov. '87	7.1		50	17	Salem and South Danvers	195,317	150,000		6,288	36,837	loss.			
30 Nov. '87	3.74				Somerville	75,000	75,000			4,500	4,500	6		39
30 Nov. '87	2.51		12	3	Stoneham street (Boston)	37,300	33,000			5,589	89			
30 Nov. '87	6.84				Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)						
30 Nov. '87			440	68	Union (Transportation)	308,370	200,000	24,000	117,842	368,851	18,016	6		85
30 Nov. '87	2.76				Winnisimmet	62,152	58,300		238	4,300	3,867	4		
30 Nov. '87	4.06		44	9	Worcester	98,578	75,800	72,000	26,000					
CONNECTICUT.														
31 Jan. '84	3.0	3.0	45	7	Fairhaven and Westville	109,000	100,000					8		
31 Dec. '82	8.5		11	8	Hartford and Wethersfield	300,000	300,000							
NEW YORK.														
30 Sep. '87	1.87		87	6	Albany	139,414	98,000	40,000		71,861	15,873	100		
30 Sep. '87	22.00		58	37	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	29,418	56,543	100		
30 Sep. '87	10.75				Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,738	28,744	8		100
30 Sep. '87	16.9		108	17	Broadway & 7th Ave., N. Y.	508,818	210,000	130,000		687,493	253,214	34		100
30 Sep. '87	3.00				Brooklyn, Bath & Coney Is'd	166,259	99,850	30,000	85,172	27,265	3,994	100		
30 Sep. '87	70.00		207	17	Brooklyn City	1,800,813	1,600,000	300,000		1,131,129	195,907	12		100
30 Sep. '87	11.30				Brooklyn City & Newtown	553,340	400,000	200,000	2,587	129,267	14,852	100		
30 Sep. '87	1.12		14	19	Brooklyn City & Rock. Beh.	125,586	107,700	45,000		15,065	6,352	100		
30 Sep. '87	21.0		57	22	Brooklyn Central & Jamaica	966,783	488,100	48,810	47,393	192,290	9,470	100		
30 Sep. '87	4.1				Buffalo Street	184,357	50,000	109,500	1,400	76,683	21,455	100		
30 Sep. '87	1.76				Central City (Syracuse)	29,180	21,130	6,000	1,400	17,636	4,786	84		100
30 Sep. '87	24.00		121	14	Central Pk., N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	551,915	16,286	100		
30 Sep. '87	14.82				Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,302	22,000	100		
30 Sep. '87	22.69		362	1	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5		100
30 Sep. '87	18.00		162		High Avenue	1,420,972	1,000,000	203,000		792,574	139,055	12		100
30 Sep. '87	10.24		4		42d st. & Grand st. Ferry	1,041,204	748,000	260,000		300,969	94,714	5		100
30 Sep. '87	5.50				Grand st. & Newtown (W'g)	112,000	170,000	38,000	5,000	74,429	19,713	94		100
30 Sep. '87	3.00				Genesee & Water st. (Syr.)	42,194	42,500			6,766	419	100		
30 Sep. '87	3.86				Greenpoint & Williamsburg	144,000	44,390	100,000	3,800			100		
30 Sep. '87	10.00		21	3	Harlem Br., Morris & Ford'm	227,400	95,900	124,000	7,500	63,603	4,578	100		
30 Sep. '87	3.56				Kingston and Rondout	78,510	75,000			27,600	1,620	100		
30 Sep. '87	7.00		17		Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	100		
30 Sep. '87	12.20		58		Ninth Avenue	466,295	797,320	167,000		82,671	16,881	100		
30 Sep. '87	6.76				Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	100		
30 Sep. '87	10.00		41		Rochester City & Brighton	286,061	138,400	100,000	13,000	45,289	1,601	100		
30 Sep. '87	16.00				Second Avenue (N. Y.)	1,416,512	800,000	700,000	187,890	458,945	5,470	100		46
30 Sep. '87	8.37		81		Sixth Avenue (N. Y.)	1,371,214	750,000	186,000		583,166	73,664	10		100
30 Sep. '87	5.33				Skaneateles	85,878	67,750	20,000				100		
30 Sep. '87	2.07				Syracuse and Geddes	25,083	25,000	25,000		13,075	5,046	20		100
30 Sep. '87	4.37				Syracuse and Onondaga	31,000	31,000			6,689	1,170	8		100
30 Sep. '87	15.00		180		Third Avenue (N. Y.)	2,458,404	1,170,000	1,280,000	50,000	1,189,943	222,222	12		150
30 Sep. '87	3.33				Troy and Albany	71,952	44,150	19,000	11,338	12,446	2,140	100		
30 Sep. '87	15.50				Utica and Waterville	801,268	121,174	196,500	1,200	75,179	14,707	100		
30 Sep. '87	16.25		4		V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	100		
30 Sep. '87	16.52				Westervet (Albany)	294,338	240,000	134,000	2,700	104,223	14,721	9		100
NEW JERSEY.														
31 Dec. '82	5.32		7		Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '82	5.05	2.50		8	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '82	10.47				Jersey City & Bergen Point									
31 Dec. '82	17.00		160	22	Orange and Newark	618,296	287,560	300,000	30,750	124,679	30,566	50		
31 Dec. '82	5.80		8		West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.														
31 Oct. '87	9.23		137	26	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	57,180	24		50
31 Oct. '87	1.63		10	2	Easton & South E. ston.	22,422	24,500	500		4,971	428	2		25
31 Oct. '87	10.50				Frankfort and Philadelphia	138,267	69,636	50,000	11,664	1,786	loss.			50
31 Oct. '87	16.37		272	40	Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	68,996	6		83
31 Oct. '87	34.25		867	59	Germantown	542,270	112,245	50,000	20,000	284,514	63,582	26		20
31 Oct. '87	5.40		120	25	Girard College (Phila.)	170,864	170,000			11,204	15,978	1		50
31 Oct. '87	4.84		167	33	Green & Coates st. Phila.	234,463	150,000	100,000		170,439	9,604	10		59
31 Oct. '87	2.00		18	5	Harrisburg City	67,948	41,696	9,750	2,249	9,777	loss.			25
31 Oct. '87	5.20		103	18	Lombard & South st. (Phila.)	162,657	90,000	60,200	7,900	66,529	13,047	25		14
31 Oct. '87	7.25		82	13	Lakeland (Pittsburg & E. L.)		59,500	57,718	280	49,980	loss.			50
31 Oct. '87	3.00		9	3	Peoples, Luzerne County	34,800	34,800			4,600	2,382	100		
31 Oct. '87	7.08		277	45	Philadelphia City (C. & W.)	436,911	2,500,000	150,000	61,911	226,014	63,911	10		50
31 Oct. '87	5.61		50	10	Philadelphia and Darby	250,419	160,000	89,000		88,371	9,452	124		12
31 Oct. '87	5.50		125	19	Philadelphia & Gray's Ferry	286,533	2,500,000	150,000		9,388	23,343	3		50
31 Oct. '87	8.75		163	28	Pittsburg, Allegheny & Manch'r	146,455	110,000	35,000	24,316	138,501	22,495	10		50
31 Oct. '87	3.90		11	12	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	4,852	21,550	11		40
31 Oct. '87	8.00		53	12	Ridge Avenue & Maryluns.	179,635	120,500	68,300		40,796	6,726	2		50
31 Oct. '87	3.96				Schuylkill River (Phila.)	47,463	50,000							50
31 Oct. '87	19.50		489	72	Second & Third st. (Phila.)	487,336	339,907	114,200	68,088	408,156	105,448	16		61
31 Oct. '87	5.62		100	13	11th & 13th st. (Phila.)	114,368	138,000			69,627	11,284	4		50
31 Oct. '87	7.00		104	32	10th & 11th st. (Citizens')	176,049	192,750			131,728	22,169	31		70
31 Oct. '87	6.25		145	28	13th & 15th st. (Phila.)	uncer- tain				208,884	84,648			50
31 Oct. '87	25.00		529	70	Union (Philadelphia)	784,927	400,000	300,000		366,348	42,591	7		50
31 Oct. '87	6.00		341	66	West Philadelphia	479,708	875,000	100,000		281,068	50,692	10		50
31 Oct. '87	4.13		13	4	Wilkesbarre and Kingston	70,256	49,800		8,500	12,119	7,233	19		50

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	4	100
Atlantic & St. Lawrence* guar.	2,494,000	6	6	6	100
Baltimore and Ohio, pref.	3,000,000	7	7	7	100
Berkshire,* guaranteed.	600,000	5	5	5	100
Blossburg and Corning,* guar.	250,000	6	6	6	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	100
Buffalo, N. York and Erie,* guar.	950,000	7	7	7	100
Camden and Atlantic, pref.	600,000	7	7	7	100
Catawissa,* pref. and guar.	2,200,000	7	7	7	100
Cayuga and Susquehanna,* guar.	589,110	9	9	9	100
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	7	100
Central Ohio, preferred.	400,000	7	7	7	100
Chemung,* guar.	380,000	6	6	6	100
Cheshire, preferred.	2,017,515	7	3	68	100
Chicago and Alton, pref.	2,425,400	7	10	150	100
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	91	100
Chicago and Northwestern, pref.	16,356,287	7	10	91	100
Cleveland and Mahoning,* guar.	2,056,000	7	7	100	100
Cleveland and Toledo,* guar.	6,250,000	3	3	100	100
Cochecho, preferred.	177,750	8	8	100	100
Connecticut and Passumpsic Rivers,	1,822,100	6	6	80	100
Cumberland Valley, 1st pref.	241,900	8	8	80	100
" 2d pref.	242,000	8	8	80	100
Delaware,* guaranteed.	594,261	6	6	100	100
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	100	100
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	95	100
Dubuque Southwestern, pref.	330,308	7	7	100	100
Eastern (N. H.)* guaranteed.	492,500	8	8	100	100
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	100	100
Elmira and Williamsport,* guar.	500,000	5	5	100	100
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	40	100
Erie, preferred.	8,536,910	7	7	65	100
Hannibal and St. Joseph, pref.	5,253,836	7	7	88	100
Harrisburg and Lancaster,* guar.	1,182,550	7	7	100	100
Housatonic, preferred.	1,180,000	8	4	100	100
Huntington & Broad Top Mountain, preferred.	190,750	7	3	100	100
Joliet and Chicago,* guar.	1,500,000	7	7	100	100
Joliet and Northern Indiana,* guar.	300,000	8	8	100	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100	100
Leeds and Farmington,* guar.	2,046,100	7	7	100	100
Little Schuylkill,* guar.	2,046,100	7	7	100	100
Louisville, Cincinnati and Lexington, preferred.	211,122	9	9	100	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	24	100	100
" 2d pref.	4,951,744	6	10	100	100
Manchester and Lawrence*	1,000,000	9	9	100	100
Michigan Southern, guaranteed.	556,800	10	10	100	100
Mill Creek and Mine Hill,* guar.	323,375	10	10	100	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	100	100
" 2d pref.	1,014,000	7	7	100	100
Milwaukee and St. Paul, preferred.	8,050,892	7	100	100	100
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	100	100
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	100	100
New Haven and Northampton*	1,244,000	2	2	100	100
New York and Harlem, pref.	1,500,000	8	8	100	100
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	100	100
North Eastern (S. C.)* preferred.	155,000	8	8	100	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	10	100	100
Ohio and Mississippi, pref.	3,500,000	7	7	79	100
Paterson and Hudson,* guar.	630,000	8	8	100	100
Paterson and Ramapo,* guar.	248,000	5	5	100	100
Peoria and Bureau Valley,* guar.	1,200,000	6	6	100	100
Philadelphia and Erie,* guar.	6,996,700	10	10	100	100
Philadelphia and Reading, pref.	1,551,800	10	10	100	100
Philadelphia and Trenton,* guar.	1,099,120	10	10	100	100
Pittsfield and North Adams,* guar.	450,000	6	6	100	100
Portl. & Kennebec (Yarmouth)* guar.	202,400	6	6	100	100
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	100	100
Portsmouth and Concord*	350,000	7	7	100	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	100	100
Rochester and Genesee Valley*	557,560	7	7	100	100
Rutland, preferred.	7	7	80	100	100
St. Louis, Alton and T. H., pref.	2,040,000	7	6	100	100
Sandusky and Cincinnati, pref.	445,596	6	6	100	100
Schuylkill Valley,* guar.	576,050	5	5	100	100
Shamokin Valley & Pottsville,* guar.	869,450	5	5	100	100
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100	100
" (E. D.) pref.	1,700,000	7	7	100	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	75	100
Troy and Greenbush,* guar.	274,000	7	7	100	100
Vermont and Canada,* guar.	2,500,000	8	8	100	100
Warren,* guar.	1,408,300	7	7	100	100
White Mountains,* guar.	200,000	5	5	100	100
Wrightsv. York & Gettysburg,* pref.	317,050	2	2	100	100
CANAL STOCKS:					
Delaware Division,* guar.	1,633,350	8	8	100	100
Morris, preferred.	1,175,000	10	10	71	100
Schuylkill Navigation, pref.	2,888,997	6	6	21	100
Union, preferred.	6	6	6	100	100
MISCELLANEOUS STOCKS:					
Gumberland Coal, pref.	5,774,400	7	7	20	100
Mariposa Mining, pref.	5,774,400	7	7	20	100

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 80 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	41	@	44
Pig, American, No. 1 (good to best).....	per ton	41	@	43
Pig, American, No. 2.....	per ton	37	@	39
Pig, American, Forge.....	per ton	34	@	38
Bar, Refined, English and American.....	per ton	90	@	92 50
Bar, Swedes, assorted sizes.....	(gold)	87 50	@	90

STORE PRICES.

Bar, Swedes, ordinary sizes.....	per ton	155	@	155
Bar, English and American, Refined.....	per ton	100	@	100
Bar, English and American, Common.....	per ton	90	@	90
Scroll.....	per ton	130	@	175
Ovals and Half-round.....	per ton	125	@	155
Band.....	per ton	130	@	155
Horse Shoe.....	per ton	130	@	155
Rods, 1/2-16 inch.....	per ton	105	@	165
Hoop.....	per ton	135	@	190
Nail Rod.....	per lb.	91	@	10 1/2
Sheet, Russia, assorted No.'s.....	(gold)	124	@	13 1/2
Sheet, Single D. and T. Common.....	per ton	51	@	52
Rails, English.....	per ton	80	@	81
Rail, American.....	per lb.	91	@	92
Anvils, Eagle.....	per lb.	91	@	92

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality), per lb.....	18	@	23
English Spring (2d and 1st quality).....	10	@	12 1/2
English Blister (2d and 1st quality).....	11 1/2	@	20
English Machinery.....	13 1/2	@	16
English German (2d and 1st quality).....	14	@	16
American Blister "Black Diamond".....	10 1/2	@	16
American, Cast, Tool, do.....	19	@	19
American, Spring, do.....	10	@	13
American Machinery do.....	10	@	13
American German do.....	10	@	13

COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New.....	per lb.	33	@	33
Bolts.....	per lb.	33	@	33
Braziers.....	per lb.	33	@	33
Nails.....	per lb.	42	@	42
Sheathing, &c., Old.....	per lb.	20	@	21
Sheathing, Yellow Metal.....	per lb.	26	@	26
Bolts, Yellow Metal.....	per lb.	26	@	26
American Ingot.....	per lb.	22 1/2	@	23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	per lb.	27 1/2	@	27 1/2
Straits.....	per lb.	25	@	25 1/2
English.....	per lb.	25	@	25 1/2
Plates—Fair to good brands.....	Gold—	25	@	25 1/2
I. C. Charcoal.....	per box	8 25	@	8 50
I. C. Coke.....	per ton	7	@	7 62 1/2
Coke Terne.....	per ton	6 12 1/2	@	6 25
Charcoal Terne.....	per ton	7 75	@	8 11

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall.....	16½	@	17
Crude, 40 @ 47 gravity (in shipping order).....	16	@	21½
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	28	@	—
Refined, Standard White (in ship's order).....	31	@	32
Refined, prime White (in shipping order).....	—	@	—
Refined, S. W. (in merchantable order).....	—	@	30
Naptha, Refined, (60 @ 63 gravity).....	14	@	—
Residuum..... per bbl.	—	@	3 80

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2 1/2; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.		New List.
6 by 8 to 7 by 9.....	per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15.....		8 25 @ 6 50
11 by 14 to 12 by 18.....		9 75 @ 7 —
14 by 16 to 16 by 24.....		10 50 @ 7 50
18 by 22 to 18 by 30.....		12 25 @ 8 —
20 by 30 to 24 by 30.....		15 — @ 9 —
24 by 31 to 24 by 36.....		16 50 @ 10 —
25 by 36 to 30 by 44.....		17 50 @ 12 50
30 by 46 to 32 by 48.....		20 — @ 13 50
32 by 50 to 32 by 56.....		22 — @ 14 50
Above.....		25 — @ 16 —

(The above subject to a discount of 45@50 per cent.)

(The above subject to a discount of 45@50 per cent.)

(Single Thick.)		(New List, March 11th.)	
3 by 8 to 8 by 10.....		per 50 feet.	8 50 @ 6 25
3 by 11 to 10 by 15.....			9 @ 6 75
3 by 14 to 12 by 18.....			10 @ 7 50
3 by 18 to 16 by 24.....			11 @ 8
3 by 22 to 18 by 30.....			13 50 @ 9
3 by 30 to 24 by 30.....			16 50 @ 10
3 by 32 to 24 by 36.....			18 @ 12
3 by 36 to 26 by 40.....	(3 qts.).....	20	@ 16
3 by 40 to 30 by 48.....	(3 qts.).....	22	@ 18
3 by 50 to 32 by 56.....	(3 qts.).....	24	@ 20
3 by 58 to 34 by 60.....	(3 qts.).....	27	@ 23
(Subject to a discount of 40@50 per cent.)			

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

Th. 22. F. 23. Sat. 24. M. 25. Tu. 27. W. 28

Atlantic M. S. S. Co.....	101 1/2	101	101	101	101
Boston, Hartford & Erie 27.....	101 1/2	101	101	101	101
California 7s (gold).....	101 1/2	101	101	101	101
Canton Co.....	50	50	49 1/2	49	48 1/2
Central of N. Jersey.....	120 1/2	121	120 1/2	120	120 1/2
Chicago & Alton.....	155	155	153	153	153
.. pref.....	156	156	156	156	156
.. 1 M.....	101 1/2	101	101	101	101
.. S. F.....	101 1/2	101	101	101	101
.. Inc. bds.....	101 1/2	101	101	101	101
Chicago, Burl. & Q.....	168	168	168	168	168
.. 8s, 1883.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Chi. & Gt. Eastern 1st m.....	91 1/2	91 1/2	90 1/2	88 1/2	88 1/2
Chi. & Northwestern.....	91 1/2	91 1/2	90 1/2	88 1/2	88 1/2
.. pref.....	92 1/2	92 1/2	91 1/2	89 1/2	89 1/2
.. 1st M.....	91 1/2	91 1/2	90 1/2	89 1/2	89 1/2
.. Interest.....	91 1/2	91 1/2	90 1/2	89 1/2	89 1/2
.. S. F.....	91 1/2	91 1/2	90 1/2	89 1/2	89 1/2
.. Consol.....	98	98	98	98	97
Chic. Rock Isl. & Pac.....	107 1/2	107 1/2	107	104 1/2	104 1/2
Chicago & R. I. 7s, 1870.....	103	103	103	103	103 1/2
Chi. R. I. & Pa. 7s, 1896.....	103	103	103	103	103 1/2
Clev. C. C. & Ind.....	88 1/2	88 1/2	89 1/2	86 1/2	85 1/2
Clev. and Pittsburg.....	88 1/2	88 1/2	89 1/2	86 1/2	85 1/2
.. 2 M.....	88 1/2	88 1/2	89 1/2	86 1/2	85 1/2
.. 3 M.....	88 1/2	88 1/2	89 1/2	86 1/2	85 1/2
.. 4 M.....	88 1/2	88 1/2	89 1/2	86 1/2	85 1/2
.. Con.....	88 1/2	88 1/2	89 1/2	86 1/2	85 1/2
Clev. and Toledo.....	104 1/2	104 1/2	104	102	101 1/2
.. S. F. 7s.....	104 1/2	104 1/2	104	102	101 1/2
Col. C. & Ind. C.....	104 1/2	104 1/2	104	102	101 1/2
.. 1 M.....	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2
Cumberland Coal pref.....	35	34 1/2	34 1/2	34	34
Del. & Hudson Canal.....	130	130	130 1/2	130 1/2	130
Del. Lack. & Western.....	130	130	130 1/2	130 1/2	130
.. 1 M. 7s.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
.. 2 M. 7s.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Erie Railway.....	47 1/2	47 1/2	42	39	39
.. pref.....	70	70	67	67	41
.. 1 M. 7s, 1867.....	70	70	67	67	41
.. 2 M. 7s, 1879.....	70	70	67	67	41
.. 3 M. 7s, 1883.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
.. 4 M. 7s, 1880.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
.. 5 M. 7s, 1888.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
Great Western 2d mort.....	81 1/2	81	80	79 1/2	79 1/2
Hudson River.....	138 1/2	137 1/2	135 1/2	136 1/2	136 1/2
.. 1 M. 7s, 1869.....	81 1/2	81	80	79 1/2	79 1/2
.. 2 M. S. F.....	81 1/2	81	80	79 1/2	79 1/2
.. 3 M. 7s, 1875.....	81 1/2	81	80	79 1/2	79 1/2
Illinois Central.....	144 1/2	144 1/2	143	143	143
.. bonds.....	144 1/2	144 1/2	143	143	143
Lake Shore.....	99 1/2	100	100	100	100
Marietta & Cin. 1st pref.....	2d pref.....	10	10	10	10
Michigan Central.....	10	10	10	10	10
.. S. F. 8s, 1882.....	10	10	10	10	10
.. conv. 8s, '69.....	10	10	10	10	10
M. S. and N. I.....	87 1/2	87 1/2	87 1/2	84 1/2	84 1/2
.. 1 M. S. F.....	87 1/2	87 1/2	87 1/2	84 1/2	84 1/2
.. 2 M.....	87 1/2	87 1/2	87 1/2	84 1/2	84 1/2
Mil. and P. du Chien.....	87 1/2	87 1/2	87 1/2	84 1/2	84 1/2
.. 1st pref.....	87 1/2	87 1/2	87 1/2	84 1/2	84 1/2
.. 2d pref.....	87 1/2	87 1/2	87 1/2	84 1/2	84 1/2
.. 1st M.....	87 1/2	87 1/2	87 1/2	84 1/2	84 1/2
Milw. and St. Paul.....	102 1/2	105	105	100	95
.. pref.....	103	105	105	96	96
.. 1st mort.....	103	105	105	95	95
.. 2d mort.....	103	105	105	95	95
.. 8s.....	103	103 1/2	103 1/2	97	97
.. 7 3-10s con.....	103	103 1/2	103 1/2	97	97
Missouri 6s.....	92	91	90	90	89
.. H. & St. J. iss.....	91 1/2	91 1/2	90	90	89
Morris and Essex.....	91 1/2	91 1/2	90	90	89
.. 1st mort.....	89	89	89	89	89
.. 2d mort.....	89	89	89	89	89
N. Jersey R.R. & T. Co.....	127 1/2	128 1/2	128	124 1/2	123 1/2
New York Central.....	127 1/2	128 1/2	128	124 1/2	123 1/2
.. 7s, S.F. 1876.....	127 1/2	128 1/2	128	124 1/2	123 1/2
.. 7s, conv. '76.....	127 1/2	128 1/2	128	124 1/2	123 1/2
.. 6s, S.F. 1883 95.....	127 1/2	128 1/2	128	124 1/2	123 1/2
.. 6s, S.F. 1887.....	127 1/2	128 1/2	128	124 1/2	123 1/2
N. York and Harlem.....	127 1/2	128 1/2	128	124 1/2	123 1/2
.. pref.....	127 1/2	128 1/2	128	124 1/2	123 1/2
.. 1 M. 7s, 1873.....	127 1/2	128 1/2	128	124 1/2	123 1/2
N. Y. and N. Haven.....	127 1/2	128 1/2	128	124 1/2	123 1/2
N. Carolina 6s.....	67 1/2	67 1/2	67 1/2	66 1/2	66 1/2
.. new.....	67 1/2	67 1/2	67 1/2	66 1/2	66 1/2
Ohio and Miss.....	31	31 1/2	31 1/2	30	30 1/2
.. pref.....	31	31 1/2	31 1/2	30	30 1/2
.. 1st M.....	31	31 1/2	31 1/2	30	30 1/2
Pacific Mail S. S. Co.....	127 1/2	128	127	123 1/2	122 1/2
Panama.....	127 1/2	128	127	123 1/2	122 1/2
Phila. and Reading.....	98 1/2	98 1/2	98 1/2	96 1/2	96 1/2
Pitts. Ft. W. & Chicago.....	115 1/2	115 1/2	115 1/2	112	113 1/2
.. 1 M.....	115 1/2	115 1/2	115 1/2	112	113 1/2
.. 2 M.....	115 1/2	115 1/2	115 1/2	112	113 1/2
.. 3 M.....	115 1/2	115 1/2	115 1/2	112	113 1/2
Quicksilver Mining Co.....	24 1/2	24 1/2	24 1/2	24	22
St. L., Alton & T. H.....	24 1/2	24 1/2	24 1/2	24	22
.. pref.....	24 1/2	24 1/2	24 1/2	24	22
.. 1 M.....	24 1/2	24 1/2	24 1/2	24	22
.. 2 M. pref.....	24 1/2	24 1/2	24 1/2	24	22
.. Income bds.....	24 1/2	24 1/2	24 1/2	24	22
Tennessee 6s.....	69 1/2	70 1/2	70	68 1/2	69
.. new.....	69 1/2	70 1/2	70	68 1/2	69
Tol., Wab. & Western.....	64 1/2	64 1/2	64	61	62 1/2
.. pref.....	78	78	78	61	62 1/2
.. 1 M. ex.....	78	78	78	61	62 1/2
.. 2 M.....	85	85	85	61	62 1/2
.. Equipment.....	79 1/2	79 1/2	79 1/2	61	62 1/2
Virginia 6s, ex-coupon.....	56	56 1/2	56 1/2	55 1/2	55 1/2
.. new.....	56	56 1/2	56 1/2	55 1/2	55 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

Th. 22. F. 23. Sat. 24. M. 25. Tu. 27. W. 28.

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.					
U. S. 5s, 1871, coup.					
U. S. 5s, 1874, reg.					
U. S. 5s, 1874, coup.					
U. S. 5s, 10-40s, coup.	105½	105½	105½	105½	105½
U. S. 5s, 10-40s, reg.	104½	104½	104½	104½	104½
U. S. 5s, 1881, reg.		114½		114½	114½
U. S. 5s, 1881, coup.	115½		115½		115½
U. S. 5s, '81, O.W.L.Y.					
U. S. 5s, 1881, reg.					
U. S. 5s, 5-20s, reg.	106½	106½	106½	106½	106½
U. S. 5s, 5-20s, c. 1862-113½	113½	113½	112½		118
U. S. 5s, 5-20s, reg.	104½	104½	104½	104½	104½
U. S. 5s, 5-20s, c. 1864-111½	111½	111½	111½		111
U. S. 5s, 5-20s, reg.	105½	105½	105½	105½	105½
U. S. 5s, 5-20s, c. 1865-111½	111½	111½	111½	110½	111½
U. S. 5s, 5-20s, r. n. '65					
U. S. 5s, 5-20s, c. n. '65-110½	110½	110½	110½	109½	110
U. S. 5s, 5-20s, reg.	107½	107½	107½	107½	107½
U. S. 5s, 5-20s, c. 1867-110½	110½	110½	110½	110	110½
U. S. 5s, 5-20s, reg.	108½	108½	108½	108½	108½
U. S. 5s, 5-20s, c. '68	111	111	110½		110½
U. S. 5s, Pac.R.R. issue.	99½		99½	99½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

W. 21. Th. 22. F. 23. Sat. 24. M. 26. Tu. 27.

Catawissa	9				
.. preferred	34	34		33½	32½
Camden and Amboy					128
.. 6s, 1870					
.. 6s, 1875					
.. 6s, 1883			89½		
.. 6s, 1889					
.. mort. 6s, '89			97		
Elmira & Williamsport					
.. pref.					
Lehigh Navigation	27	27½	28	29	29½
.. 6s, 1884	85½			85½	
.. Gold L.	94	93½		94	93½
.. R. R. L.	86½				
Lehigh Valley R. R.	56½	56½	56½	55½	55½
.. 6s new			96	96	96
Little Schuylkill R.R.					46
.. 7s					
Minerhill	57½			58	
Morris Canal					
.. pref.					
.. 6s, 1876					
North Pennsylvania					
.. 6s, 1880			91½		
.. 7s					
.. 10s, 1887					
Northern Central	49			49½	49
Pennsylvania R. R.	56½	56½	56½	56½	56½
.. 1st M.			107½		
.. 2d M.			95½		
Penn. State, 6s, 1st series					104½
.. 6s, 2d series	106½	106½	106	106½	106
.. 6s, 3d series	108				
.. 6s, W. L.	102½				
Philadelphia City, 6s	101½			101½	
.. new	103½	103½	103½	103½	103½
Philad. Germ. & Nor.			67		
Phila. & Reading	48½	48½	49½	48½	48½
.. 6s, 1870					
Philadelphia and Erie	26½				
.. 6s					
Schuylkill Navigation	21½	20½	21½	21½	21½
.. pref.					
.. 6s, 1882	71½				
.. 6s, 1876					67
.. 6s, 1872					
Essex Canal	15		15		
.. 6s, 1878					60
Union Canal, pref.					
.. 6s, 1878					
Wyoming Valley Canal					
.. bonds					
Hestonville, (Horse)				11	11½
Chestnut & Wal.					
Green & Coates	32½				
2d and 3d streets			50½		50½
Spruce and Pine					
13th and 15th sts.					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

W. 21. Th. 22. F. 23. Sat. 24. M. 26. Tu. 27.

Baltimore City 6s, 1875	95				
.. 1886					
.. 1890	95½			95½	95½
.. 1893		94			
Balt and Ohio					
.. bonds, 1875					
.. 1880					
.. 1885				94½	
Marietta & Cin. 1st M.	91½		91½		
.. 2d M.	78½		78½	78	77½
Northern Central	49½			49½	
.. bonds, 1885					
.. 1900					
N. W. Va. 1st mort.			97		
.. 2d mort.			92½		
.. 3d mort.					
City Passenger R. R.					

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

Th. 22. F. 23. Sat. 24. M. 26. Tu. 27. W. 28.

Boston and Albany	148½	148½	148	148½	148
Boston and Lowell					
Boston and Maine	134½	134		134	
Boston and Providence	134			134	134
Boston, Hartford & Erie	27½	27	27	27	27½
.. 7s, new	67				65
Cheshire, pref.			68		
Concord					131½
Connecticut River		133			131½
Eastern	118			119	
Fitchburg	132½		133		
Manchester & Law're					
Michigan Central	119		119		118½
Northern, N. H.	117		116½		
Ogdens & Lake Champ.	102	102	97½	98	97½
.. pref.	97				
Old Colony & Newport	97				
Ph. Wil. & Baltimore	56		56		56
Portl'd, Saco & Ports.	103	103			
Vermont & Canada	103	104½	104½		104
Vermont & Mass.				63½	63½
Vt. C. & Vt. & C. Eq. ss.					103
Broadway (Horse)					
Cambridge					
Metropolitan	65		65		64½
Middlesex					
Central Mining Co.					
Copper Falls	16			17	
Franklin	15½	14½	14½		
Huron					
Ile Royale					
National					
Minnesota					
Pewabic					
Pittsburg					
Quincy					
Rockland					

London Stock Exchange.

Closing Prices.

	Oct. 9.	Oct. 16.
United States, 5-20 years, 6 pr ct. 1882	74	74½
.. do. do. 1885	72½	72½
.. do. do. 1874	75	80
Virginia State, 5 per cent.	40	50
.. do. 6 per cent.	32	35
Atl. & Gt. West. N. Y. sec. 7 per ct.		
.. 1st mort., 1880	65	70
.. do. do., 2d mort., 1881	60	65
.. do. Penn., 1st mort., 1877	65	70
.. do. do., 2d mort., 1882	58	62
.. do. Consol. 7 per cent. mort. bonds		
.. £100 paid, 1890	38	39
Detroit and Milwaukee 1st mort. b'ds	59	61
Erie shares 100 dol. all paid	32	33
.. do. sterig. 6 p. c. convertible bonds	70	72
Illinois Central, 6 per cent., 1875		
.. do. 7 per cent., 1875	76	78
.. do. 100 dol. shares, all paid	95	96
Marietta and Cin. R. R. bonds 7 p. c.	72	74
Penn. R. R. bonds, 2d mort. 6 pr ct.	94	98

American Railroad Journal.

Saturday, October 31, 1868.

Stock Exchange and Money Market.

The week has been a very severe and trying one, for borrowers either on call or in a permanent form. The banks have sustained a further loss of deposits and legal tender, and have not been in a position to afford much assistance even to the needy portion of their regular customers. The negotiations of the Erie railway company, embracing some ten millions of convertible bonds marketed, more than half of which amount has already been exchanged for the common stock of the company, have tended to lessen the available supply of funds, in the open market. The speculative operators for lower values at the Stock and Gold Boards, as also at the various other prominent business centres, have persisted in their manipulations of the market, through the aid or connivance of a few of the city banks. There has been an increased drain of currency for use at the West and South, chiefly at the South, for produce forwarding purposes. All these circumstances have combined to make accommodation difficult to procure, unless at usurious rates. The leading Government houses have had their wants which have been on a reduced scale, pretty uniformly provided for at 7 per cent. in currency. The

Stock firms have very generally had to pay full 7 per cent. in gold, and some of them even higher figures, for the requisite help, which has been mainly derived from private sources. On Tuesday of the current week, the market developed its worst features. The government houses were not in need of much aid. What little help they required was given to them, on the basis of 7 per cent. in currency. Most other borrowers had to pay extraordinarily high figures for accommodation, few of them having been supplied at anything less than seven per cent. in gold. The discount market was uncomfortably close. Even regular bank customers found some difficulty in placing their paper at less than 8 per cent. The governing rates in the open market were from 8 to 10 per cent. per annum, on all paper that could be disposed of with any degree of promptness. Many of the produce houses, having loans maturing this week, complained of the extreme stringency which rendered it almost impossible to obtain a renewal of the necessary aid on anything like reasonable terms. They were consequently obliged to throw part of their produce burdens on the market at the best attainable prices, to the serious depression of ruling values. On Wednesday there was a little relaxation in the call loan market, resulting from the action of some of the city banks, in exchanging their three per cent. certificates at the Sub Treasury for legal tender notes, and in using the proceeds to aid their street customers in bridging over the pinch. The National Bank of Commerce led the way in this commendable movement, by making use of the portion of its reserves, in the way just mentioned, to the extent of a 1½ millions. The U. S. Assistant Treasurer, Mr. Van Dyck, greatly facilitated the operation, and thus assisted in affording much needed relief to the market, which closed with some promise of a more comfortable working through the immediate future. On Wednesday, it was stated that Secretary McCulloch had decided that none of the exchanged three per cent. certificates are re-issuable, as the original issue was authorized solely for the purpose of retiring the then outstanding and maturing compound interest notes. The city banks this week report a loss of \$2,827,739 of deposits, and \$1,915,423 in the legal tender reserve, with a gain of \$366,963 in the specie average. The loans were reduced \$1,065,002, and the circulation was cut down \$19,980.

The specie reserve of the city banks is now \$9,553,583, against \$6,161,164 same time last year. The city bank deposits are now \$186,052,847, against \$173,064,128 week ending Oct. 19, 1867. The legal tender reserve amounts to \$56,711,434, against \$56,381,943 same time last year. The circulation now stands at \$34,193,938, against \$23,950,080 same time last year. The loans are now \$263,579,133, against \$243,810,718 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$141,262,407 a day, against a daily average of \$105,919,400 the preceding week, and \$109,659,692 the week ending with Oct. 8, 1868. The current week's exchanges average about \$135,933,045 a day. The city banks, last week, gained \$366,963 of specie, while they lost \$2,827,739 of deposits, and \$1,915,423 of legal tender notes. They reduced their loans, \$1,065,002; and increased their circulation, \$19,980.

The New York Gold Exchange Bank reports for the week ending Saturday, the 24th day of October, 1868, the average amount of loans and discounts as \$1,594,035; average amount of specie, \$593,318; average amount of deposits, \$1,495,314.

The outstanding amount of coin certificates on the 1st of Oct., was \$20,236,400, against \$25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$525,000, and retired \$2,104,068 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during September, reached \$1,963,300.

The U. S. Sub-Treasury receipts, week ending with Oct. 24, were \$10,880,466, including \$2,210,068 from customs duties; payments, \$13,823,804, including \$46,417 of coin interest; balance at the close of the week, \$95,869,947, against \$98,815,286, at the close of the preceding week, showing a decrease of \$2,945,339. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,847,069 including \$252,641 from customs; and payments, \$2,915,516, including \$11,400 of coin interest; on Tuesday, receipts, \$1,233,178 including \$323,626 from customs, and payments, \$2,331,340, including \$8,700 of coin interest. The balance at the close of business on Tuesday stood at \$93,703,339, against \$95,848,230, a week previous; and \$94,162,516, on Oct. 7, 1868. The aggregate receipts of the office from all sources in September, were \$54,298,704; aggregate payments, \$47,354,171. The balance on the 1st of October was \$94,499,990, or about 7 millions more than on the 1st of September, which amounted to \$87,555,452.

National Bank notes to the amount of \$69,980 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$310,313,786, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$10,397,601, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,936,185. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,096,540; and for the public deposits, \$38,152,350—making a total of \$380,248,890. The Treasury Department last week redeemed and destroyed \$409,500 of worn and mutilated fractional currency, and issued \$472,354 of new. The outstanding amount of fractional currency on the 1st of October, was \$62,933,614, against \$31,802,218 on the 1st of September; \$31,867,818 on the 1st of August; \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

Government revenues yielded less satisfactorily last week, in both forms of customs and excises. The excises, last week, yielded about 5 millions; customs at the port of New York, \$2,210,068, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$8,996,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year,

commencing with July 1, 1868, have been about \$77,000,000.

The Gold Market has been quite depressed, since our last, and much lower figures have been made at the Gold Board. The extremes of the week have been 133 $\frac{1}{2}$ @135 $\frac{1}{2}$, and the closing quotations on Wednesday were 134 $\frac{1}{4}$ @134 $\frac{3}{8}$, showing a decline of over two per cent., as the result of the week's dealings, which have been on a somewhat restricted scale. The Sub-Treasury closed its first series of public sales on Saturday the 24th inst. It commenced a second series on Tuesday, the 27th inst. The sale of \$300,000 on Tuesday was at 134 $\frac{1}{8}$. The \$300,000 awarded on Wednesday, the 28th inst., was at 134 $\frac{1}{8}$ to 134 $\frac{3}{8}$. There was more of an export call for gold on the closing days of the week, under review, owing to a sharp advance in foreign exchange; and the Cunard steamer of Wednesday took out \$188,700 in specie.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$6,184,768, against \$2,632,511 same time last year. The customs demand for Gold last week, averaged \$368,344 a day; thus far, this week, it has been equal to \$288,123 a day, or equal to a weekly aggregate of \$1,728,738. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$76,098 and from California, \$226,992. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$100,288,205, against \$102,906,480 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$32,348,588, against \$24,452,576 in 1867, showing an increase thus far in 1868, of \$7,896,012. The exports of specie, from this port, last week, were \$29,424, against \$214,696 same week last year; total, since Jan. 1, 1868, \$66,870,194, against \$43,257,368 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$46,417; since Jan. 1, 1868, \$63,811,547, against \$43,431,724. The specie exports from San Francisco, from Jan. 1, to Sept. 30, 1868, were \$28,245,532, against \$30,971,689 same time last year. Government received \$6,514,247 from customs at the port of San Francisco, from Jan. 1, to Sept. 30, against \$5,988,898 same time in the preceding year.

Foreign Exchange improved decidedly, especially on Monday and Tuesday forenoon when the best sales of the week were made, on a more active demand; but it closed a fraction off the highest figures, on a dull market. Bankers' prime sixty day bills on London closed on Wednesday at 109 $\frac{1}{2}$ @110, and on Paris to 5.18 $\frac{3}{4}$ @5.13 $\frac{3}{4}$; sight bills on London to 110 $\frac{1}{8}$ @110 $\frac{1}{2}$, and on Paris to 5.12 $\frac{1}{2}$ @5.11 $\frac{1}{4}$. The offering of produce bills has been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,339,694, against \$4,946,163, same week last year; total, since Jan. 1, 1868, \$135,499,085, against \$152,211,148 in 1867.

Government securities yielded $\frac{1}{2}$ @1 $\frac{1}{2}$ per cent, during the severity of the Money pressure; but were not offered freely at the reduced figures. Toward the close, they were quite freely sought after, and prices, rallied about $\frac{1}{2}$ per cent, chiefly

on the later issues of the Five Twenties, which were in most favor with all classes of buyers.

U. S. sixes of 1881 closed here on Wednesday at 115@115 $\frac{1}{4}$; U. S. Five-twenties of 1862, 113@113 $\frac{1}{8}$; U. S. Five-twenties of 1864 at 110 $\frac{3}{4}$ @111; U. S. Five-twenties of 1865 at 111@111 $\frac{1}{8}$; U. S. Five-twenties of 1865, consolidated, 109 $\frac{3}{4}$ @110 $\frac{1}{8}$; U. S. Five-twenties of 1867, 110 $\frac{1}{8}$ @110 $\frac{3}{8}$; U. S. Five-twenties of 1868, 110 $\frac{1}{8}$ @110 $\frac{3}{8}$; U. S. Ten-forties at 105 $\frac{3}{4}$ @105 $\frac{3}{4}$; U. S. Six per cent. currency bonds, 99 $\frac{1}{2}$ @100.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 14.	Oct. 21.	Oct. 28.
Consols.....	94 $\frac{7}{8}$	94 $\frac{3}{4}$	94 $\frac{3}{4}$
U. S. 5-20's of 1862...	74 $\frac{1}{2}$	72 $\frac{1}{2}$	73 $\frac{3}{8}$
Erie.....	31 $\frac{3}{4}$	31 $\frac{1}{4}$	28 $\frac{1}{2}$
Ill. Central.....	95 $\frac{1}{4}$	96 $\frac{1}{2}$	97 $\frac{1}{4}$

Railway and miscellaneous share property declined very seriously in price early in the week, under a determined pressure to realize, leading to very extensive transactions. Toward the close, the market exhibited more firmness, on a more confident purchasing demand.

Domestic produce has been less active as a rule, though prices of the leading articles have been quoted lower. Middling upland cotton closed heavily on Wednesday at 25 $\frac{1}{2}$ cents per lb. The stock of cotton now here is estimated at about 22,000 bales. The receipts at the port this week, have averaged about 3,800 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 241,000 bales, against 143,000 bales same time last year; exports, same time 78,500 bales, against 32,500 bales same time last year; stock on hand at latest dates, 125,000 bales, against 112,500 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,871 pkgs., against 10,128 pkgs., same time last year. At the Live Stock market, this week, Beeves have been quiet heavy at from 9@16 $\frac{1}{2}$ c. per lb.; week's receipts, 7,404. Veal calves have been in fair request at from 8 $\frac{1}{2}$ @13 $\frac{1}{2}$ c. per lb.; receipts, 1,653. Sheep and lambs in moderate demand, at from 3 $\frac{1}{2}$ @6c., and 6@7 $\frac{3}{4}$ c. per lb., respectively; receipts, 43,087. Swine less active at 8 $\frac{1}{4}$ @9c. per lb., all live weight; receipts, 32,940. At the auction sale of Scranton Coal, to-day 50,000 tons were disposed of at materially advanced prices, ranging from \$5.75@9.20 per ton of 2,240 lbs., deliverable at Elizabethport, N. J. There has been a fair, though not notably active movement, in the principal kinds of foreign goods at generally well supported prices. The total imports of foreign dry goods, last week, were \$1,459,083, and the total amount marketed \$1,451,540. The value of foreign merchandise imported last week, was \$3,540,023—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,999,106, against \$4,355,743 same week last year; from Jan. 1, 1868, \$213,117,515, against \$218,589,819 same time in 1867. The freight market has been fairly active, closing buoyantly. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer, per bbl.; grain at 7 $\frac{1}{2}$ d. by sail, and 8@8 $\frac{1}{4}$ d. by steamer, per bushel; cotton at $\frac{1}{4}$ @ $\frac{5}{8}$ d. by sail, and $\frac{3}{8}$ @ $\frac{1}{2}$ d. by steamer, per lb.; and heavy goods 20s.@30s. by

sail, and 25s. @ 40s. steamer, per ton. Total number of vessels in port on Wednesday, 535.

The New York exports, exclusive of specie, for the week ending Oct. 27, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$4,946,153	\$3,339,694
Prev. reported	147,264,985	182,159,391

Since January 1.....\$152,211,148 \$135,499,085

The imports for the week ending October 24, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	\$1,252,259	\$1,459,083
Gen. merchandise	1,465,595	3,540,023

Total for the week.....\$2,717,854 \$3,999,106
Previously reported....203,509,290 203,056,665

Since January 1.....\$206,227,144 \$208,055,771

The balance in the Sub-Treasury on Wednesday was \$92,116,307.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, N. Y. and Erie 1st mort., 91½; Central Railroad of New Jersey, 120½; do., 1st mort., 102; Dubuque and Sioux City, 100; do., pref., 95; do., 1st mort., 91; Galena and Chicago 1st mort., 101; Chicago and Milwaukee 1st mort. 96; Hannibal and St. Joseph, pref., 88; Brooklyn 6s, W. L., 96½; Wells-Fargo Exp. Co., 29½; Merchants' Union Exp., 22½; Adams' Express, 50½; U. S. Exp., 49; Mariposa Mining Co., 7; do., pref., 20½; Pennsylvania Coal, 220; Brunswick City Land, 12; Western Union Telegraph, 36½; Ocean Bank, 111; Bank of America, 145; Hanover Bank, 115; Tenth National Bank, 100; Bank of Commerce, 125; Fourth National Bank, 106; Central National Bank, 110; Phoenix Bank, 108½; Buchanan Farm oil, 48; Consolidated Gregory Gold, 4.75; Davidson Copper, 0.60; Grass Valley, 0.41; La Crosse Gold, 0.21; National, oil, 3.50; Owyhee Mining, 18.00; Quartz Hill Gold, 1.00; Smith and Parmelee, 5.25; United States Oil, 2.25; Walkill Lead, 0.12.

Philadelphia.—Sunbury and Erie 7s, 98½; Phila. and Erie 7s, 80; Bald Eagle Valley 1st mort., 80; Belvidere Delaware 2d mort., 84; West Penna. R. R. 6s, 80; Camden and Atlantic R. R., 15; Tioga R. R., 45½; Oil Creek and Allegheny, 40¼; West Phila. R. R., 65; Allegheny County 5s, 75½; Keystone Zinc, 1.31; Butler Coal, 7; Fulton Coal, 6½; Clinton Coal, ¾; St. Nicholas Coal, 1; New Creek, ½; Shamokin Coal, 7½; N. Y. and Middle Coal Fields, 5½; Green Mt., 7; Big Mt., 6½; Feeder Dam Oil, ¾; Ocean Oil, 0.56; Kensington Bank, 120; Farmers' and Mechanics Bank, 30½; Mechanics' Bank, 33½. The latest quotations are: City 6s, 101@101½; do., free of tax, 102½@102¾; State 5s, reg., 100@101¼; do., coupon, 95@98; do., 6s, W. L., 102@103; do., 1st series, 104½@105¼; do., 2d series, 105@106; do., 3d series, 108½@109; Reading, 49¼@49¾; do., 7s, 1893, 102@103; do., 6s, 1880, 92½@93; Camden and Amboy, 128@128¾; do., mort. 6s, 1889, 96½@97; do., 1883, 88@88½; Penn. R. R., 56@56½; do., 1st mort., 100¾@101; do., 2d mort., 95½@96; Little Schuylkill R. R., 45½@46½; Morris Canal, 30@34; do., pref., 71½@72½; do., bonds, 83@87; Wyoming Valley Canal, 30@34; do., 6s, —@80; Susquehanna Canal, 14½@15;

do., 6s, 59@60; Sch. Nav., 10@12; do., pref., 21@21½; do., 6s, 1882, 71@72; Delaware Div. Canal, 45@50; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 41@45; do., 7s, 1873, 94@94½; do., 5s, 60@62; Lehigh Coal and Navigation, 28@28¼; do., 6s, 1884, 84@85; do., R. R., Loan, 86@86; do., Gold Loan, 93½@94; North Pennsylvania, 35@35½; do., 6s, 91@92; Philadelphia and Erie, 26@26½; do., 6s, 87@88; Minehill, 57@58; Catawissa, 9@10½; do., pref., 32½@33; Lehigh Valley, 55@55½; do., 6s, new, 96½@96; Fifth and Sixth streets, (horse), 30@36; Second and Third, 50@50½; West Philadelphia, 65@66; Spruce and Pine, 22@23; Green and Coates, 30@32½; Chestnut and Walnut, 46½@50; Thirteenth and Fifteenth, 15½@16; Girard College, 22@24; Tenth and Eleventh, 71@73; Union, 41@43; Hestonville, 11@11½.

Boston.—Old Colony and Newport 6s, 1875, 96½; Michigan Central 8s, 1882, 115; Central Pacific R. R. 6s, gold, 99; Vermont Central 1st mort., 79¼; do., 2d mort., 40; Boston, Hartford and Erie, scrip, 51½; Phila., Wil. and Balt. 6s, 1876, 96; Burlington and Missouri River R. R. 7s, 90; Summit Branch R. R., 24¼; Rutland Railroad, 31½; Conn. and Pass. Rivers R. R., 91; Eastern (N. H.) R. R., 117½; Indianapolis and Cincinnati R. R., 23¾; Boston Water Power Co., 15¾; Cary Imp. Co., 9; Short Mt. Coal, 18; New Hampshire 6s, 1870, 100; Connecticut 6s, 1881, 100½; Cook Co., Ills. 7s, 97; Chicago 7s, sewerage, 99¾; do., River Imp., 99¾; do., Railroad, 94¼; Portland 6s, 1872, 97¼; do., Building Loan, 99; Cincinnati 7 3 10s, 10 20s, 103¼; Bath 6s, 1888, 97; do., 1891, 92; do., 1870, 98; Salem 6s, 1883, W. L., 100½; Albany 6s, 1896, 93¾; Roxbury 5s, 1880, 90; Augusta 6s, 1870, 98; Boston Gas, 822½; Atlantic National Bank, 125½; Blackstone National Bank, 132½; Bunker Hill National Bank, Charlestown, 125½; Columbian National Bank, 119; Continental National Bank, 118; do., Rights, 9; Everett National Bank, 107; Eagle National Bank, 115½; Exchange National Bank, 145½; First National Bank, Chelsea, 92; Hide and Leather National Bank, 97¾; Hamilton National Bank, 122; Merchants National Bank, 120; Mt. Vernon National Bank, 116½; Market National Bank, 111¼; National Bank of Commerce, 124½; New England National Bank, 132; National Bank of Redemption, 121; National Security Bank, 101½; State National Bank, 106½; Suffolk National Bank, 122¼; Second National Bank, 145; Shoe and Leather National Bank, 128; Tremont National Bank, 123¼; Webster National Bank, 110; Washington National Bank, 129¾; Allouez Mining Co., 7½; Aztec, 1; Calumet, 55½; Hancock, 4¾; Phoenix, 9½.

Baltimore.—Maryland Defense Loan, 108; Virginia 6s, old, reg., 48¼; do., coupon, 56; do., 1867, 49; Orange, Alexandria and Manassas bonds, 85; Richmond and Danville bonds, 72; Virginia and Tennessee bonds, 71½; Wilmington and Weldon bonds, 91¾; Central Ohio R. R., 34¾; Atlantic Coal, 2.90; Union Bank, 58½; Bank of Baltimore, 116; Mechanics' Bank, 11½. The latest quotations are: Balt. and Ohio, 117@120; do., 6s, 1875, 95¼@96¼; do., 1880, 95¼@96¼; do., 1885, 94@95; Northern Central, 49½@50; do., bonds, 1885, 85@87; do., 1900,

85@86; Parkersburg Branch, 22@25; N. W. Va., 1st mort., 96@97; do., 2d mort., 91@94; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90½@91½; do., 2d mort., 77½@77¾; Central Ohio, 34¾@85; do., 1st mort., 84¾@85¾; Western Md. 6s, 1890, 80@81¼; do., guar., 92@94¾; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 72@72¼; Baltimore 6s, 1875, 94¼@94¾; do., 1886, 96@96¼; do., 1890, 95½@95¾; do., 1893, 96½@97; do., 5s, 1838-70, 80@81; City Passenger R. R., 18@18½; George's Creek, 55@—; Santa Clara, 1.50@3.00; Atlantic Coal, 2.80@3.00.

THE CENTRAL PACIFIC RAILROAD IS NOW BEING pushed forward with unprecedented energy, 250 miles having been added during the current year, and a large portion of the remainder is graded. The way business exceeds the present facilities of the company, and the earnings already average more THAN A QUARTER OF A MILLION IN GOLD PER MONTH. A limited amount of the Company's six per cent. First Mortgage Bonds (principal and interest in coin) will be disposed of at 103 and accrued interest in currency. Coupons payable July and January, in New York City. For sale by banks, bankers, agents for the loan, and by

FISK & HATCH,

Bankers and Dealers in Government Securities.

No. 5 Nassau street.

SEVEN PER CENT. IN GOLD. FIRST MORTGAGE 20 YEARS' 7 PER CENT. BONDS OF THE CALIFORNIA PACIFIC RAILROAD COMPANY, Principal and Interest payable in GOLD COIN at the National Park Bank of the City of New York. Coupons due first of January and July.

The entire line of road constructed, and to be constructed is, from Vallejo to Sacramento, 60 miles, (forming the only direct connection between the Union Pacific and Central Pacific Railroads with the waters of the Bay of San Francisco,) and from Davis' Junction to Marysville, 45 miles, making a total of 105 miles. The road is finished to within seven miles of Sacramento, and will be in operation to that city next month. The Marysville Branch, 45 miles, is in process of construction, the grading nearly completed, with one-third of the iron on hand, and the balance purchased and on the way, and will be laid, and the whole road completed early the coming Spring.

The road is fully equipped with first class rolling stock.

The earnings for the month of September on 46½ miles then in operation was \$17,500, gold, exclusive of all construction traffic.

The total amount of bonds authorized to be issued is \$2,250,000, or less than \$22,000 per mile. The net receipts now are more than double the interest on the whole issue of bonds, and when the road is completed it is estimated they will reach \$125,000, gold, per month. These bonds are secured by a first mortgage on the entire property of the company, including the lands at Vallejo, which are very valuable.

We offer a limited amount of these bonds at par and accrued interest in currency.

Government and other securities receive in exchange at market rates.

TURNER BROTHERS, Bankers, No. 14 Nassau street.

Journal of Railroad Law.

WHEN A RAILROAD COMPANY IS LIABLE FOR THE DEATH OF A PERSON CROSSING ITS TRACK—WHEN A JURY IS BOUND TO BELIEVE A WITNESS.

The facts in the late case of Siebert vs. The Erie Railway Company, [49 Barb., 583,] are briefly as follows: The action was brought to recover damages for a personal injury sustained by the plaintiff, as claimed, by being run against and knocked down by the defendants' locomotive, through the negligence of the defendants' servants, while the plaintiff was crossing the railroad track, in the city of Buffalo. The defendants set up, in their answer, as a defense, that the carelessness and negligence of the plaintiff contributed to, and caused, the accident.

The opinion of the court was delivered by E. DARWIN SMITH, J.—Upon the merits, I am not satisfied with the verdict. I think it not warranted by the evidence. There is no pretense, or ground for pretense, that there was any negligence on the part of the defendants which could sustain the action, except in the omission of the engineer or person in charge of the defendants' locomotive to ring the bell, or sound the whistle at the crossing of Alabama street. When the plaintiff rested, it appears from the evidence of the plaintiff himself that he had heard no bell or whistle before he was struck by the engine; and another witness, at a short distance from the plaintiff when he was struck, also testified that he heard no bell. This is the slightest possible evidence, scarcely sufficient, uncontradicted, to take the case to the jury. At such a point, when trains were going out and running in, and bells ringing almost constantly, the ringing of a bell or sounding of a whistle would not be likely to attract any particular attention; and probably there were one hundred persons in Buffalo within sound of the bell, if rung, or within hearing of the whistle, if it sounded, who might give the same testimony with equal truth.

The testimony on the defense, upon this point, of the engineer, on the contrary, that the whistle was blown and the bell rung, is positive and unqualified. He testified that he saw the flagman at the intersection of the road, and blew the whistle twice to attract his attention, and getting no motion from him to go on, he whistled again twice, and reversed the engine to stop; that the flagman then gave him the motion to come ahead; that he then did so, ringing the bell all of the time with his left hand; that the bell was rung all the way from where the witness started, and that the witness struck the plaintiff about 150 feet east of Alabama street. Another witness testified that he was at work in Kasson's shop, on the south side of the track, at the time of the accident, and close by the place where the plaintiff was struck; that he heard the bell ringing, looked out of the window which was open, saw the engine pass, and heard some one cry out, "bring an axe to cut my arm off;" that the witness ran out and saw the plaintiff opposite Kasson's office, and about 150 feet east of Alabama street; that the witness was expecting the one hundredth regiment that evening, and heard the bell ring, and went to the window to see. This was from ten to fifteen minutes past six, P. M., by city time. This witness further testified, that he was standing when at work, about twenty feet from the de-

fendants' track, and saw no other engine about there when he heard the bell ring. He saw the locomotive pass the window. That the engine went some one hundred and fifty feet from where the plaintiff was, before it stopped. The witness picked up the plaintiff some one hundred and fifty feet east of Alabama street.

The testimony of these two witnesses is clear, positive and circumstantial; they could not be mistaken. Their testimony is true, or they commit willful and corrupt perjury. I think the jury, so far as anything to the contrary appears in this case, were bound to give credit to their testimony. It was not contradicted; it was really no contradiction for the plaintiff to say he did not hear the whistle or bell. They were not impeached or in any way discredited. The positive testimony of an unimpeached, uncontradicted, witness cannot be discredited, or disregarded arbitrarily or capriciously by courts or jury. (*Lomer vs. Meeker*, 25 N. J. Rep. 363.)

If juries are permitted to discredit or disregard such testimony, there is no safety in the administration of justice, and parties might just as well let the result of a litigation abide the cast of a die, or a game of chance. It belongs to a jury, I admit, in considering the weight of evidence, to pass upon the credit due to the respective witnesses; but this does not imply that they may, without reasonable or justifiable ground, disbelieve any witness. They have no right to discredit an unimpeached, uncontradicted witness, who testifies fairly, and gives clear, rational, consistent and relevant testimony.

For judicial purposes, all witnesses stand upon a par, and must be believed in their testimony, unless discredited by the inconsistency, incredibility or improbabilities of their statements, on cross-examination, or otherwise contradicted by other witnesses, or impeached in respect to their general character for integrity or truth. Nothing of that kind was done or attempted in this case, and for aught that appears in this case, the two witnesses, Giles Hosmer and George Mercer, appear and stand as fair and credible, in all respects, as witnesses, as any man in Buffalo.

The testimony, besides, tends to show that the plaintiff was struck by the engine in attempting to cross the defendants' track about 150 feet east of Alabama street. If so, he was where he had no right to be, and, as the judge instructed the jury, would not in such case be entitled to recover.

Upon the whole, I think, there should be a new trial; but as it is upon the ground that the jury have found against the defendants upon the evidence, it must be upon the payment of costs by the defendants of the former trial, and the costs of the appeal to abide the event of the action. New trial granted.

The *Frederickton Reporter* says that the first locomotive and tender for the Frederickton Branch Railway has arrived safely at Frederickton, and will shortly be running at that end of the line, where the work is being pressed forward with very commendable vigor.

Application will be made at the next meeting of the Quebec Legislature for an act to revive, continue, and amend the charter of the Drummond and Arthabaska Counties Railway.

Memphis and Little Rock Railroad.

We are informed that recent negotiations of Mr. R. C. Brinkley, president of the Memphis and Little Rock railroad have resulted advantageously to the interest of the road. What is known as the "Peabody claim" has been finally disposed of, thus relieving the enterprise of a great financial weight, and rendering valuable assets available. The president has also, we learn, received a sufficient amount of iron rail to lay the track from Madison west to Forrest City. This iron is now in New Orleans. The necessary funds for this extension of track and the building of the St. Francis river bridge have been secured, and the work is to be pushed by the company.—*Memphis Appeal*.

Coal and Iron Statistics of Great Britain.

The Mineral Statistics of Great Britain, collected by Mr. Robert Hunt, for the year 1867, have just been published. From these we learn that the quantity of Coal produced in the United Kingdom amounted to 104,500,480 tons, valued at £26,125,145. Of this quantity, England produced 78,785,987 tons; Wales, 11,463,550 tons; Scotland, 14,125,943 tons; and Ireland, 125,000. Of this coal, 9,761,827 tons were exported, leaving upwards of 95,000,000 tons for home consumption, the larger quantity of which was consumed in the manufacture of iron. The quantity of Iron Ore produced in the United Kingdom during the period under review amounted to 10,021,058 tons, valued at £3,210,098. The locality of this production was as follows: England, 8,169,244; Wales, 545,298 tons; Scotland, 1,264,500 tons; Ireland, 42,016 tons. The following is a general summary of the metals raised, and value of the same, in the United Kingdom in 1867:

	Tons.	Value.
Coal	104,500,480	£26,125,145
Iron ore	10,021,058	3,210,098
Tin ore	13,649	694,734
Copper ore	158,544	699,693
Lead ore	93,432	1,158,066
Zinc ore	13,489	41,340
Iron Pyrites	116,889	67,453
Gold quartz	3,241	5,321
Arsenic*	2,255	4,112
Gossans, &c.	5,482	5,808
Nickel	2	14
Wolfram	10	62
Manganese	808	3,233
Barytes	11,107	7,827
Coprolites	37,000	70,300
Salt	1,394,939	836,963
Clays (fine and fire) ..	1,179,300	589,650
Earthy minerals not returned (estim'd)		650,000

Value of the minerals produced £34,169,719

* In part estimated.

The amount and value of the metals obtained from the above ores was as follows:

	Tons.	Value.
Pig iron	4,761,023	£11,902,557
Tin	8,700	799,203
Copper	10,233	831,761
Lead	68,437	1,337,509
Zinc	3,750	79,693
Silver	804,024 ozs.	215,400
Gold	1,520	5,900
Other metals (estimated) ..		15,000

Total

Value of metals produced from the mines of the United Kingdom £15,187,013

Value of coal

Other minerals not smelted—salt and clay

Total

£43,480,092

The following is a summary of the coal produce of the United Kingdom for the year 1867:

	Tons.
Durham and Northumberland.....	24,867,444
Cumberland.....	1,512,514
Yorkshire.....	9,843,585
Derbyshire.....	4,550,550
Nottinghamshire.....	1,575,000
Leicestershire.....	1,150,000
Warwickshire.....	880,850
Staffordshire and Worcestershire.....	12,526,554
Lancashire.....	12,841,500
Cheshire.....	935,000
Shropshire.....	1,558,500
Gloucestershire and Somersetshire.....	1,975,000
Monmouthshire.....	4,569,500
South Wales.....	9,092,300
North Wales.....	2,371,250
Scotland.....	14,125,943
Ireland.....	125,000

Total produce of the United Kingdom. 104,500,480

The Iron Ore produced by the United Kingdom was as follows:

Counties.	Tons.	Value.
Cornwall.....	6,427	£2,004
Devonshire.....	10,213	3,179
Somersetshire.....	36,875	17,953
Gloucestershire.....	156,169	70,271
Monmouthshire.....	341,057	86,041
Wiltshire.....	82,856	33,034
Northamptonshire.....	416,765	104,191
Lincolnshire.....	192,213	48,053
Shropshire.....	250,000	62,500
Warwickshire.....	15,500	3,875
Staffordshire—North.....	794,500	212,238
“ South.....	525,000	136,450
Derbyshire.....	350,000	87,500
Northumberland & Durham.....	115,700	31,770
Lancashire.....	667,356	333,678
Cumberland.....	890,566	569,362
Yorkshire—North Riding.....	2,739,039	798,056
“ West Riding.....	479,000	144,750
Wales—North.....	44,082	12,123
“ South.....	501,186	131,231
Scotland.....	1,264,800	311,200
Ireland.....	42,016	10,642

Total..... 10,021,058 £3,210,098

The make of pig iron from this ore, and some comparatively small quantities imported, was as follows:

ENGLAND.			
Counties.	No. of Ironworks active.	Furnaces built in Dist.	Tons of Pig iron made.
Northumberland.....	2	18	31,027
Durham.....	11	71	477,834
Yorkshire—N. R. 14.....	67	50	640,892
Yorkshire—W. R. 12.....	36	25	109,002
Derbyshire.....	14	43	160,028
Lancashire.....	4	25	318,801
Cumberland.....	3	18	109,839
Shropshire.....	11	29	123,604
N. Staffordshire.....	6	35	202,332
S. Staffordshire.....	49	177	515,638
Northampton.....	4	9	25,184
Lincolnshire.....	3	6	25,579
Gloucestershire.....	3	10	6
Wiltshire.....	3	4	3
Somersetshire.....	1	2	1
Total.....	138	550	331.6 2,810,946

WALES.			
North Wales—			
Denbighshire.....	3	9	5 32,843
South Wales—			
Anthracite furnace.....	4	25	11 35,506
Bituminous Districts.....			
Glamorganshire.....	13	76	49 403,050
Brecknockshire.....	1	15	5 29,443
Monmouthshire.....	14	71	50 418,325
Total.....	35	196	120 919,077

SCOTLAND.

Ayrshire.....	8	45	34	.....
Danarkshire.....	14	96	69	.....
Fifeshire.....	3	13	3	.....
Linlithgowshire.....	1	4	2	.....
Stirlingshire.....	2	7	5	.....
Haddingtonshire.....	1	1	1	.....
Argyleshire.....	1	1	0	.....
Total.....	30	167	112	1,031,000

RECAPITULATION.

England.....	138	550	331.6	2,810,946
Wales.....	35	196	120	919,077
Scotland.....	30	167	112	1,031,000
Totals.....	203	913	563.6	4,761,023

The Darien Ship Canal.

Among the important enterprises, recently brought to public notice, requiring faith, boldness, and the expenditure of large sums of money, one of the most conspicuous is the Darien Ship Canal.

The advantages of a ship canal across the Isthmus, giving to this country and the world a short cut to the Pacific States and Territories of the Union, the northwestern tier of South American republics, China and Japan, are too apparent to need pointing out. It would be foreign to our purpose to make guesses about the cost of the work or pronounce upon its value as an investment. Our dealings are solely with the facts of the scheme so far as developed. We learn from a statement of Secretary Seward at a meeting of gentlemen in this city the other night, that the “executive Government of the United States has adopted the enterprise,” has “provided for a full, satisfactory and final survey preparatory to the construction” of the canal, and is now “negotiating with the republic of Colombia for its consent” to the undertaking. These preliminary steps have been and will be taken, not on the sole responsibility of the Government, as the Secretary explains, but on the strength of assurances that the \$100,000,000 estimated as the cost of the canal will be forthcoming when wanted from private sources. The Secretary diplomatically refrains, in his remarks, from indicating the probable terms upon which the concession will be made by the republic of Colombia. Upon this interesting and important point some light may be shed by the United States diplomatic correspondence for 1867, just published.

Referring to p. 824, vol. 2 of that work, we find a decree passed by the Colombian Congress in 1867, fixing the basis for the concession of the privilege of making a canal across the Isthmus. The conditions there set down may be modified somewhat by negotiation, but it is not improbable that the main features will be preserved. Of these the most material are as follows: The duration of the privilege shall be 99 years, reckoning from the day on which the canal may be opened to public service in whole or in part. Fourteen years shall be the maximum time given from the date of the concession, for the completion of the work. The canal shall have breadth and depth sufficient for steam or sailing vessels of the highest tonnage now used, the “Great Eastern” alone excepted. The ports at each end of the canal shall be free and open to the commerce of all nations, and no duties on imports shall be collected except on merchandise intended for consumption in the republic of Colombia. The ports and the waters of the canal from sea to sea are declared neutral; and the passage of war vessels, whose manifest purpose is to take part in hostilities, is forbidden. Passports will not be required of passengers except in case of war or internal commotion in the republic of Colombia. The grantees have the exclusive right to fix the tariff of rates; provided that they shall not exceed 75 cents per ton in ballast, \$2 on each ton of cargo, \$10 for each person, and one-half of one per cent. on gold, silver or platinum, coined as money or in bars, and on precious stones. The prices shall be equal on individuals, vessels, merchandise and

property of all nations. Ships and merchandise belonging to or in the service of the republic of Colombia shall pass through the canal free of charges. The grantees shall have for the uses of the canal a strip of land along its outer bounds, not exceeding 30 metres wide on each side, but land owners along the line shall have the free right of easy access to the canal and its ports. The grantees shall pay to the Government of Colombia for the first 25 years 6 per cent., and for the remaining 74 years 8 per cent. of the clear annual profit of the enterprise; and this percentage shall be guaranteed to be not less than \$600,000 a year. The Government of Colombia and the grantees must reciprocally bind themselves to arrange with the Governments of England, Prussia, Holland, France and the United States of America for an absolute guarantee of the neutrality of the canal by those powers, and the sovereignty of the republic of Colombia over the territory through which the canal may pass. Such are the fundamental conditions of the basis upon which Mr. Seward is endeavoring to perfect the scheme of the canal.

As the decisive survey has yet to be made, it would be premature to discuss the claims of the different routes proposed. The Isthmus varies in width from 47½ to 114 miles, and has been explored in nearly all its parts with a view to the construction of a ship canal. The new surveys who are to go out there will find their labors rendered comparatively easy by reference to the reports of Messrs. Gisborne, Strain, Prevost, Trautwine, Porter, Lane, Kennish, and later still, of Lieutenants Craven and Michler, who have investigated the problem under the authority of the United States.—*Journal of Commerce.*

The Vineland Railroad Company, Vineland, N. J., will receive proposals until November 9th, for grading, bridging, etc., the Vineland Railroad from Vineland to Winslow. C. K. Landis, Esq., is President of the company.

A meeting of all the locomotive builders in New England, Pennsylvania and New Jersey is to be held at the Metropolitan Hotel, New York, on the 5th of November.

The New Haven, Middletown and Willimantic Railroad Company has been organized by the election of David Lyman, president; and O. Vincent Coffin secretary and treasurer.

Sanford Fleming, chief engineer of the Intercolonial Railway has arrived in Ottawa with the plans of the different sections for the use of the Privy Council.

Boston, Hartford and Erie Railroad.

We give below the principal portion of the communication of the Governor of Massachusetts to the Executive Council, referred to in our last issue, on the strength of which they concurred with him in directing the issue of the first instalment of State aid to this company. The Governor says:

On the 31st of July the commissioners made an extended report upon the whole subject, and in conclusion expressed the opinion that, if the means and resources of the company should be honestly and judiciously used, and with a reasonable degree of energy, enterprise and economy, the road might be thereby constructed and moderately equipped, and they accordingly recommended the allowance, by the Governor and Council, of a loan of scrip for the work already done and equipments purchased. This report, with the documents which accompany it, were transmitted to the Attorney General, with the request that he would report upon the various matters in which his concurrent action was required.

It was quite obvious to my mind that it was the design of the Legislature to secure the separate and responsible judgment of the Governor and

Council upon each of the particulars named in the act as necessary to be shown. It also became early apparent that the principal questions concerning which doubts would exist, were, whether the requirements of the statute concerning the payment and cancellation of the mortgage debts secured by the underlying mortgages on that part of the road situate this side of Southbridge and Willimantic were complied with, and whether the company has satisfactorily shown that they would be able, without further aid from this Commonwealth, to complete their line from Boston to Fishkill before May 27, 1872. The attention of the Committee of the Council was called to the considerable discrepancy which was found to exist in the various statements of the bonds now outstanding, which are secured by the underlying mortgages above referred to. This discrepancy has been largely relieved by subsequent explanations; and the recommendation of the Committee of the Council that a bond with personal sureties should be required in the penal sum of one million of dollars to protect the franchise and property described in the Berdell mortgage from the uncanceled bonds, obviates the objections intimated in this report of the Attorney General, and dispenses with the necessity of the precise ascertainment of the number of bonds now outstanding, which indeed appears impracticable. The Committee of the Council became satisfied the company will be able to complete their line of road to Fishkill within the time specified by the act, without further aid from this Commonwealth.

Wishing, however, rigidly to test the conclusion to which the Committee of the Council had come upon this latter subject, I addressed to the commissioners a supplementary communication, which expressed the doubts that still remained in my mind, and the want of full information, which, as it seemed to me, still existed upon certain facts bearing upon the question. By their reply the validity of the acceptances of the Erie Railroad did not appear to be established, and I was not quite able to concur with the opinion of the commissioners that it would seem a fair estimate to offset the accruing interest money, which the company would apparently be obliged to pay, against the earnings of the road. Up to this time it had been assumed that the full time allowed by the act for the completion of the road to Fishkill might be occupied in doing the work. It was obvious that an amount of about \$3,000,000 would become due for interest before that time. By the last exhibit of the commissioners, the sums to be paid by the company exceeded their pecuniary resources, now within their control. There were also certain other matters of detail concerning which I desired further information. I therefore presented certain inquiries to the officers of the company. By their replies, it appeared that it is the purpose of the company to complete their line of road to Fishkill during the next year; and, upon personal conference with Mr. Ashburner, one of the commissioners, and himself a civil engineer of large experience in this kind of work, I am satisfied that this may be done. This early completion of the road will greatly diminish the amount of interest to be paid. The opinion of Mr. Everts was submitted to the Attorney General, and he deems it satisfactory to establish the liability of the Erie Railroad Company for the bonds which they have received.

Upon the whole case, as thus presented, the question then remains, what rule is to be adopted as a guide by which to determine whether the company will be able to complete their line of road to Fishkill without further aid from the Commonwealth? Are they to be required to demonstrate mathematically an actual present ability, from means now within their control, to meet the necessary disbursements? Or, do they meet the requirement of the statute by making it appear to the satisfaction of the reason and conscience that in all human probability they will be able to accomplish the work? Accepting the latter as the true rule, bearing in mind the valuation which the public have now for several months

continuously put upon the shares of the company, and believing that this indicates the existence of a borrowing capacity on the part of the company yet remaining, which is equal to the difference between the required disbursements and their present actual means, I am prepared to submit for your decision the subjoined order.

Track laying on the St. Paul and Superior Railroad is making progress at the rate of one mile a day, and has already reached Rice Creek, twenty miles from St. Paul. By the end of next week, if the weather is favorable, the road will reach Forest Lake, and possibly Wyoming, a further distance of ten miles.

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In SOUTH BALTIMORE, at Auction.

We shall sell at the Exchange Sales Rooms, Second st. in the City of Baltimore, on Thursday, Nov. 12th, at one o'clock, P. M., the lot and improvements of the BALTIMORE FILE COMPANY, situated near the Baltimore Gas Works, in South Baltimore, bounded on three sides by open streets, and fronting about 222 feet on Ohio Avenue, over which passes the LOCUST POINT Branch of the Baltimore and Ohio Railroad Co., and most admirably located and adapted for manufacturing purposes.

There is upon this lot a Brick Building, nearly new, 240 feet long by 40 feet wide, of one high story, with a wing 75 feet long, and two stories high, recently erected with great care by the Baltimore File Company. The entire building is of 14 inch walls, on heavy stone foundations, and covered with a superior slate roof, making it one of the most substantial buildings in this vicinity. Adjoining the main building is a substantial brick Engine and Boiler House.

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The property must be sold to close the concerns of the company, and an unusual opportunity is thus offered for any large manufacturing establishment to locate advantageously.

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A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than \$30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1899.

12. No political action can reduce the rate of interest. It must remain for thirty years—six per cent. per annum in gold, now equal to between eight and nine per cent. in currency. The principal is then payable in gold. If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds will find it to their advantage to do so at once.

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York
At the Company's Office, No. 20 Nassau St.,
AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO Treasurer, New York.
Oct 6, 1868

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We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

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We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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OLD RAILS IN TRADE FOR NEW furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

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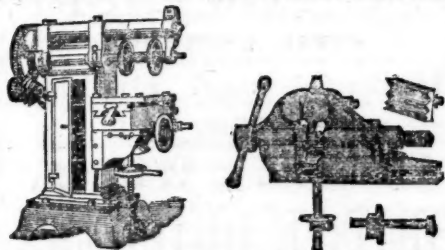
for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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TESTIMONIAL.

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